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ON THE COVER:
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SEPTEMBER **2012**
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THE ORIS WORLD OF YACHTING HEROES



MARK DREWELOW, FOUNDER AND EXECUTIVE DIRECTOR OF YACHTAID GLOBAL

Former Captain Mark Drewelow founded YachtAid Global (YAG) in 2006 with the mission – "changing the world without changing course." YAG coordinates with volunteer vessels traveling to third-world or disaster-ridden countries that will take supplies to deliver along their journey. Deliveries have been made by yachts in the 150- to 250-foot range to locations such as Indonesia, French Polynesia, Alaska, Mexico, Nicaragua, Costa Rica, Panama, Belize, Chile and Brazil.



Celebrating the M/Y *Slojo* Transpacific Triathalon which raised funds to support YAG.



A simple rugby ball from YAG donations offers riches beyond the children's imaginations.



The M/Y *Slojo* crew and islanders unloading YAG Aid near Walarno School in Vanuatu.

What was the inspiration behind Yacht Aid Global?

MD: In 2003 I settled in San Diego and started up C2C Inc., a yacht agent whereby we provide broad spectrum goods and services to luxury yachts. Since its inception, we wanted to form a distinctive charitable arm and had always had a vision to move aid around the world by boat.

I will always remember one transformative moment that inspired YachtAid Global. While I was at anchor at Ashmore Reef, between Australia and Indonesia, we were approached by a small wooden fishing boat with five men aboard who gestured that they were in need of water and a clock. We offered them several gallon bottles of water and a wind-up clock, and they sailed off over the horizon. I always thought about them. Where did they go? Did they carry the water back to their thirsty children? Is the clock now the village time piece? This defining moment was the inspiration for YachtAid Global.

"CHANGING THE WORLD WITHOUT CHANGING COURSE."

What are some of your current projects?

MD: We have established delivery routes into remote areas in South America, French Polynesia, and Indonesia and, at any given time, there are yachts moving aid to isolated communities in one of these areas. One of our current projects is putting together our Founding Member Board which is comprised of yacht owners that agree to bring in funding and business expertise to help us grow YachtAid Global.

Of all of your accomplishments, of which are you most proud?

MD: Each aid delivery and project that we are involved with is uniquely special. In the broader scope, I am very proud that YAG has introduced a humanitarian side to yachting. We continue to get aid into isolated communities that many times have little or no hope of outside assistance. Another notable accomplishment is the recent formation of YAG Kids last November and I'm very proud that my two daughters Lucy and Julia are the founding members and they are starting to learn about philanthropy at a young age.

For more information on YachtAid Global, go to **www.yachtaidglobal.org.**

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Yachting
SEPTEMBER 2012
VOL. 212
NO. 03

GUNFLEET 58 24



FAIRLINE SQUADRON 50 26

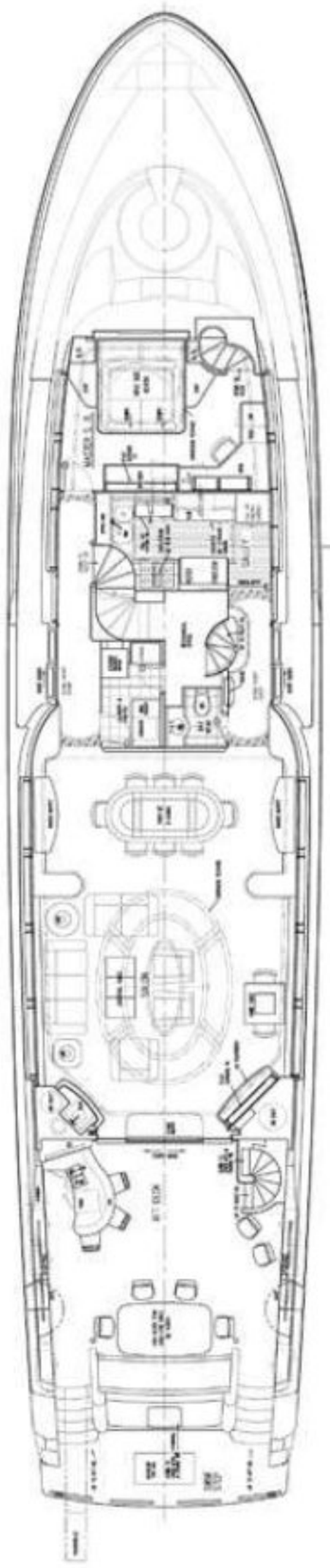


WESTPORT 112 34



VIKING 55 38





WESTPORT

The Boats

<THE WESTPORT 112 has remained successful for more than a decade by tweaking a little bit here and a little bit there. The secret to this model's longevity? Take a timeless hull and modernize her looks, layout and technology where it makes sense. Find out more about why this motoryacht stands the test of time by reading Dudley Dawson's piece on page 34. The **GUNFLEET 58** is both spacious belowdecks and stylish above. She's likely to win the hearts of cruisers and racers alike. **FAIRLINE'S SQUADRON 50** proves that big things can come in small packages. Unconventional modifications in the general arrangement are so successful that they may just become the new standard. **THE VIKING 55**, like the name of hull No. 1, is all business. From her performance and handling to the cabinetry, this bred-for-blue-water yacht is a sport fisherman's dream. Find out if deputy editor Patrick Sciacca ever gave up the helm on page 38.

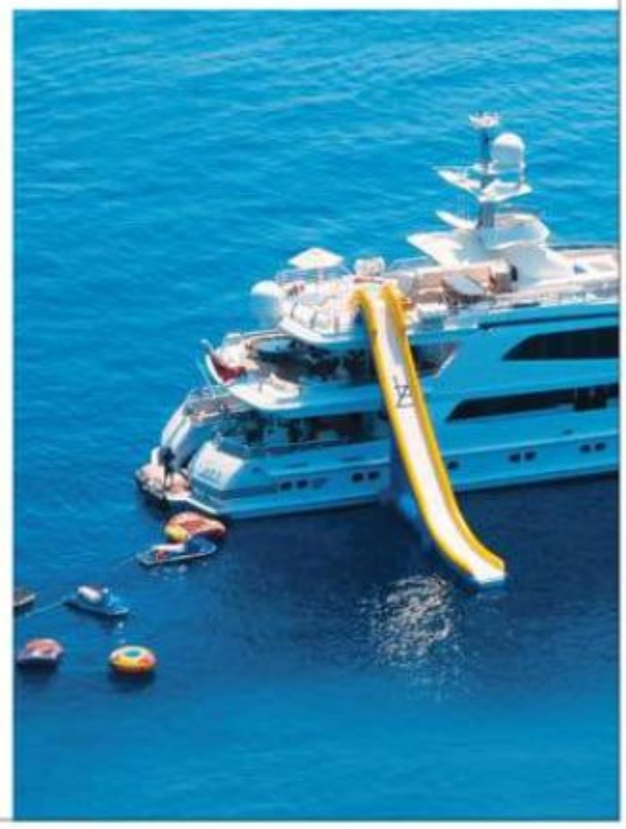
COVER PHOTO COURTESY OF OCEANCO YACHTS

Winter Charter

BAHAMAS BOUND 46
The 80-foot Hatteras *Bama Breeze*, a high-speed tender and the Abacos are a recipe for an exhilarating escape, even if it's only for the weekend.

TOYS FOR EVERYONE 50
From WaveRunners and kayaks to skurf boards and wakeskates, the crew aboard *Lazy Z* knows how to entertain the sporty. Did we mention there's a water slide?

SPLITTING THE BILL 54
Sharing the cost of a yacht charter comes with some great benefits and considerations. Charter editor Kim Kavin helps you navigate this vacation option.



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Yachting {SEPTEMBER 2012 VOL. 212 NO. 03}

LORO PIANA

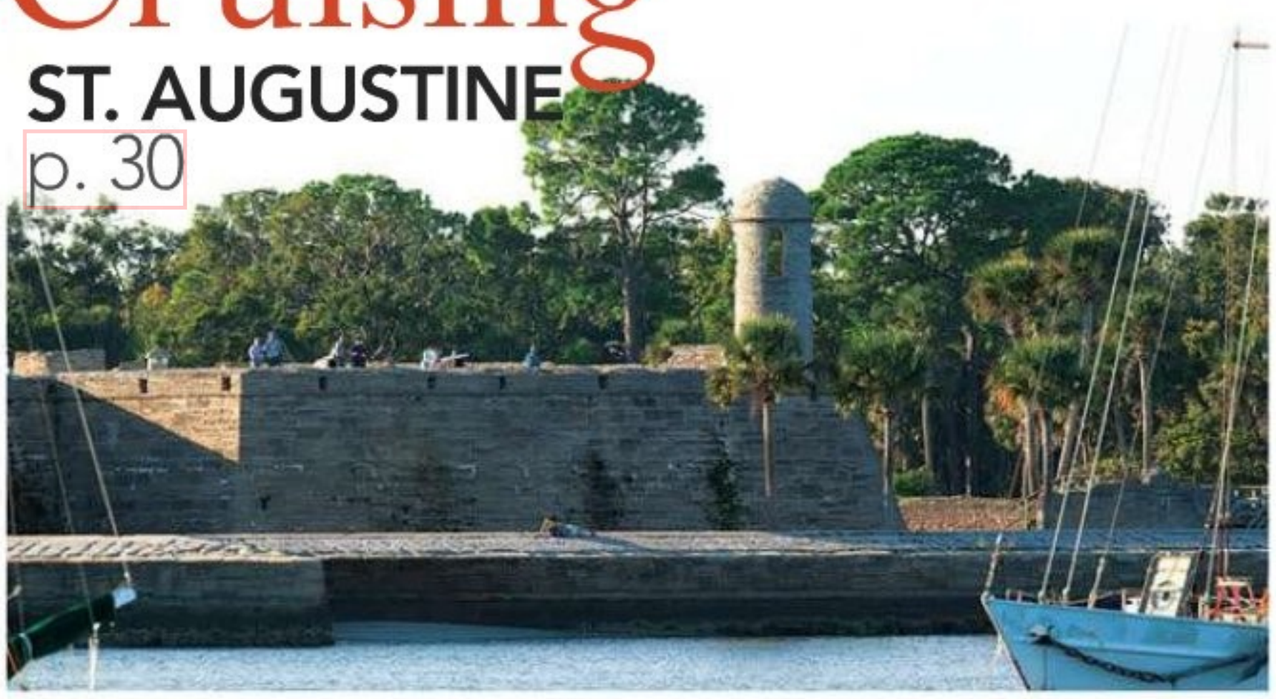
Inspired by the spirit of yachting, Italian firm Loro Piana produces the most-luxurious textiles on the planet. Learn how this sixth-generation family business can bring practical ultra luxe to your yacht, on page 42.



Cruising

ST. AUGUSTINE

p. 30



Opinions & Blowhards

"Do you want to sell the boat or not?" p. 144

EDITOR'S LETTER 12
Editor-in-chief Mary South has an update on the ailing *Bossanova*. The news isn't great.

POWER PLAY 20
Although new-boat prices are always on the rise and sticker-shock hurts, editor-at-large Jay Coyle learns you get what you pay for.

TELLTALES 144
Coyle finally parts with *Anhinga* and ponders his future as a center-console yachtsman.

The Nuts and Bolts

NAVIONICS read us on NAVIONICS



22
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Technical editor Dudley Dawson explains the rules for navigating on-board stairways to prevent real-life versions of Chutes and Ladders.



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ELECTRONICS
PCs and chart plotters provide the backbone of navigation electronics. Read the pros and cons of each to decide which is right for your boat.



62
SHIPSHAPE
Follow these tips and tricks from professional detailers to return your boat's exterior to like-new, and keep it that way.

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BY MARY SOUTH

Good News, Bad News

So many of you have written to ask about the mighty *Bossanova*, my beloved steel trawler, that I thought I'd bring you up to date. This part is the bad news.

Last week I went to the boatyard for my first sight of her since the corrosion was discovered. Driving around to the front of the boatyard, my eye instantly found *Bossanova*, and I was struck, as I always am, by how massive she looks on the hard. From the waterline up, she was as beautiful as ever: Her high bow and reverse raked pilothouse windows suggested that Poseidon could *bring it*.

But looking beneath the waterline, my heart sank. The pitting and corrosion were everywhere. There wasn't an ounce of zinc left.

Malcolm Elliott was meeting me to help sort through my options. An amiable Scot who moved to Fort Lauderdale in his 20s, Elliott is the owner of Florida Nautical Surveyors, and back in 2004 he performed the original pre-purchase survey of *Bossanova*. I knew his steel-boat experience was extensive and I trusted him. Marine Safety Consultants of Fairhaven, Massachusetts, had first discovered this corrosion during a routine insurance survey, and I had no reason to doubt their good work, but when the prognosis is grim, a second opinion is not only a good idea but offers a last, desperate hope.

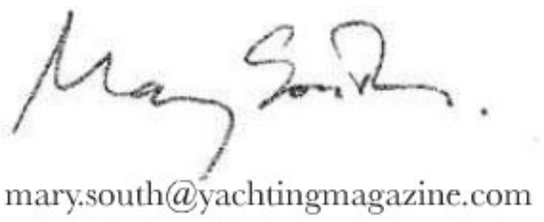
Elliott dispelled that hope pretty quickly. If I were a welder or if I had time to learn and then devote to the repairs, this was not such a big deal. The damage was extensive but she could be repaired — hiring someone to do it would be expensive. I already had an estimate from one local welder who recommended doubling — welding good plate over the entire bottom of the boat. It would add more than 8,000 pounds to my boat, but more important, it's a band-aid rather than a real solution. And if I wanted to sell *Bossanova*, the doubling would be a liability.

And here it must be said: I had been thinking of selling her, despite our long and wonderful history together. She is a ship made for voyages and adventures, and my current schedule makes those rare indeed. I had started feeling guilty about *Bossanova* — as though I owned a Ferrari that never went above 40 miles per hour, or a Clydesdale that gives kiddie-rides at a petting zoo. I singlehand this formidable small ship, but I can't claim it's always fun. She is a lot of boat to manage, with a single screw and lots of windage. I can't come home from a long day at the office and just toss off the lines for a relaxing sunset cruise. More and more, I had been craving something smaller and simpler. So, on top of everything else, I felt guilty: *Bossanova* was ailing — I couldn't desert her now.

So … I am still unresolved, but here's the plan: I will blast the bottom to bare metal and round up some bids. I'll finish the survey of the rest of the boat and subtract the bids from the valuation to arrive at an approximate unrepaired value. And with bids for cutting and cropping (the right way to do it) in hand, I'll know whether it seems smart to pay for the repairs or whether I should offer the boat for sale to someone who has the skill or resources to fix her. I could also donate *Bossanova* to a school that would restore her. None of these is the perfect solution.

The good news? We've all experienced those situations when it seems like boating is just not worth it. It's not that it's *expensive*: We know and expect that. It's that there are too many people in this business who think overcharging is a marine industry birthright. It can be demoralizing. But my recent experiences have reminded me, once again, of how much goodwill and kindness also exist in our community. The folks at Bristol Marine in Somerset, Massachusetts, have been helpful and patient. Elliott took time out from a vacation to meet me and offer his expert advice. And many YACHTING readers have written to express concern, offering support and, in a couple of cases, even volunteering donations to save *Bossanova*. Thank you all.

I don't know what will become of her, but I do know I'll make sure that *Bossanova* will be repaired and loved by someone, even if *I* have to face the heartbreak of letting her go. And I don't plan on "swallowing the anchor" any time soon. ❑



mary.south@yachtingmagazine.com



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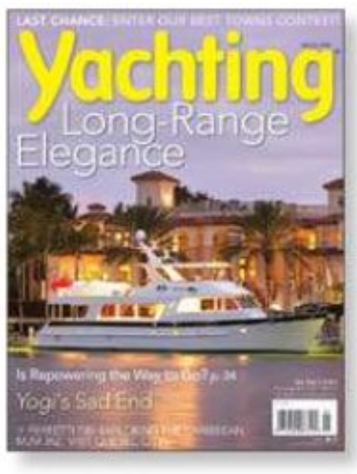
Annapolis Powerboat Show Oct 11-14 and the Fort Lauderdale International Boat Show Oct 25-29.

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CREDIT WHERE IT'S DUE



Jay Coyle's Power Play column (May 2012) mentioned his pal Mike Joyce, president of Hargrave Yachts, referring to a rule that he called "the Ernest and Julio Gallo rule — we sell no yacht before its time." I recognized that as a variation of the advertising slogan "We sell no wine before its time," which the Paul Masson Winery used. This is actually not the first time that I've read or heard this slogan being incorrectly attributed to Gallo. Be sure to let Joyce know that he should change his rule to the "Paul Masson rule."

I enjoy reading the magazine every month, especially Coyle's Telltales column, which always gives me a chuckle.

Mark E. Dreblow
Via letter

CORRECTIONS

RPM	KNOTS	GPH	dB(A)
600	5.10	.66	60
900	6.60	1.6	75
1300	8.10	3.0	64
1700	9.55	8.0	68
2100	10.9	16.4	69
2500	17.4	21.5	72
2900	22.7	28.8	77
3100	25.8	32.5	79
3300	28.3	37.1	79
3500	30.6	41.5	N/A
3600	30.9	44.4	N/A

We regret that in our review of the Maritimo 50SC (On Board, August 2012) we listed incorrect fuel-burn data. Here is the correct data. In August's New Electronics the location of the Figawi sailboat race is off Nantucket, Massachusetts. August's article on the Aquos Yacht *Big Fish* featured a photograph on page 50 that should have been credited to Tim McKenna, courtesy of YCO.

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We know you read the pages of YACHTING to learn about all things nautical, but did you know that we put even more exclusive content on our Facebook page? We currently have more than 7,550-plus followers who recently got to see images of the striking 200-foot Benetti *Diamonds Are Forever* as well as a glimpse of Hatteras Yachts' 100-footer being pulled from the mold.

Visit our Facebook page to find links to our YouTube channel, *youtube.com/user/YachtingMagazine/*, which has 19 must-see videos.

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Editor-in-Chief
Mary South
mary.south@yachtingmagazine.com

Deputy Editor Patrick Sciacca
Art Director David Pollard
Senior Editor Dennis Caprio
Associate Editor Daniel Harding Jr.
Editor-at-Large Jay Coyle
Technical Editor Dudley Dawson
Electronics Editor Ben Ellison
Charter Editor Kim Kavin
Web Editor Eleanor Lawson
Copy Editor Joy Kenyon Allen
Senior Contributing Editors Diane Byrne, Vincent Daniello
Correspondents Karl Anderson, George Sass Sr., Peter Swanson

Publisher **Bob Bauer**
bob.bauer@yachtingmagazine.com
401-845-4458, fax 401-845-5180

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VP CORPORATE SALES
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OFFICE MANAGER
Kathy Gregory
kathy.gregory@bonniercorp.com

HUMAN RESOURCES DIRECTOR
Sheri Bass
sheri.bass@bonniercorp.com

GROUP PUBLISHER
Sally Helme
sally.helme@bonniercorp.com

PRODUCTION
Production Director Michelle Doster
Production Manager Maggie Thompson
Advertising Coordinator Trish Reardon

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YACHTING HEADQUARTERS
55 Hammarlund Way
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fax 401-845-5180

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The Best of Boating

A day on the water helps leave one's everyday worries and stresses in the wake for awhile. This is what the Freedom Waters Foundation (FWF) is trying to tap into.

Established in 1999 by Debra Frenkel, the FWF provides an escape for people with disabilities or life-threatening illnesses and their families by pairing them with a local boater who takes them out on the water.

A social worker by trade, Frenkel tried three times to walk away from helping the less fortunate but "got hooked back into it" every time. After stints with numerous sailing programs for the disabled, she established her own charitable boating organization. Although she'd planned to run FWF for just five years, she's still at the helm 13 years later. Organizing day trips isn't easy. Individuals confined to a wheelchair or otherwise physically challenged require a crane, platform and trained professionals on the boat. People with medical conditions need their teams of nurses and caretakers. Despite these complications, the FWF serves almost 600 individuals and their families each year throughout the United States. *For more information and photos from the Freedom Waters Foundation, check out yachtingmagazine.com or visit freedomwatersfoundation.org.*



The Wheel Deal

Famous as the designers who built the first yacht with a matching supercar, Ned Ship Group and Gray Design have once again teamed up to bring you the newest additions to the Strand-Craft fleet, a series of high-performance superyachts and tenders. The recently released designs for the SC 133, 166 and 199 offer the similar and sleek silver-bullet style that Gray Design became known for with its first launch — the SC 122 — two years ago.

The most popular feature in the Strand-Craft series is undoubtedly the unique garage and launch system for a matching Porsche 918 hybrid or Ferrari Enzo, or another car of the buyer's choice.

Made from carbon and other lightweight materials and powered by MTUs matched to KaMeWa jets, the Strand-Craft fleet can reach a top speed of 48 knots and sports a range of nearly 2,000 nm. The 199 also comes equipped with a retractable pool on the afterdeck.

Perfect for an international man of mystery or those who hate searching for a parking space, this fleet is sure to turn heads around the docks. *strand-craft.com*

Island Living

The ability to escape to your own private island isn't a new fantasy, but it may soon be available in ways we never dreamed possible. Orsos Island GmbH has recently released its design for a self-sustaining 10,000-square-foot yacht-island.

Orsos Island comes equipped with yacht amenities, plus some that are normally more associated with on-shore living, including an aquarium, bar, game room, Jacuzzi and sun deck to provide you and your guests with the ultimate island experience. A galley would have been just too ordinary, so Orsos opted for a restaurant instead.

While it sits at a mooring, it's powered completely by wind and solar generators. The Orsos Island will also come equipped with two diesel engines capable of making short voyages, enough to give you a change of scenery. Longer voyages require a tugboat assist.

Orsos Island offers ample room for 12 permanent residents in its six staterooms. Multiple levels and excess acreage give the island space to accommodate up to 80 people — but then what would be the point in owning a private island?

Escape to *yachtingmagazine.com* for more images and an arrangement plan of the island.



3

The number of new models Hargrave will be introducing at the Fort Lauderdale International Boat Show next month.



Airborne

It's a boat! It's a plane! It's a boat falling from a plane!

Nearly 60 years after Uffa Fox designed the first lifeboat to be airdropped from a plane, Hodgdon Defense Composites, an affiliate of Maine-based Hodgdon Yachts, and Rapid Response Technology have perfected the task.

The high-end yacht manufacturer has received two contracts to build 21 boats that can be airdropped from C-130s and used by Special Forces to conduct rescue operations anywhere in the world.

Hodgdon met this challenge with the Greenough Advanced Rescue Craft (GARC), which resembles the design of a personal watercraft. At 12 feet long with room for four, this military-grade vessel is powered by a 143-horsepower water-jet engine capable of speeds in excess of 40 knots. A composite hull was designed to cushion the ride for missions conducted in rough seas.

"This company proves that, even in tough times, there is always a market for superior craftsmanship," says U.S. Sen. Susan Collins. "Whenever I advocate for federal funding for Maine, I do so fully confident that Maine (and Hodgdon) will deliver."

Check out more images of the GARC at *yachtingmagazine.com*.



Unsung Heros

Old Pulteney Single Malt Scotch Whiskey and U.S. Sailing have teamed up for the inaugural Maritime Heroes Award. Created to honor neither the fastest nor the most decorated sailors, the award celebrates those who have given the most back to their communities. Nominees range from sailing instructors who donate time to molding future generations, to community advocates and fundraising organizers whose names are put forth by friends and family. "We are proud to partner with Old Pulteney on this award, as there are so many heroes in the sailing community who deserve recognition," says Amy Larkin, marketing director of U.S. Sailing. Follow along and

> "Man cannot discover new oceans unless he has the courage to lose sight of the shore."
>
> — ANDRÉ GIDE

Chip Off the Old Block?

Guy Harvey is a world-renowned marine artist, conservationist and accomplished sport fisherman, so it's no surprise to hear the name Harvey mentioned as having caught a record-setting swordfish off Isla Mujeres. However, it wasn't Guy who caught it, but his 22-year-old daughter, Jessica Harvey.

Proving that the ability to catch a big-game fish runs in the family, Jessica bested her 600-plus-pound swordfish using a conventional rod and reel. Her broadbill is the largest fish caught that way by a female angler in the past 30 years (and one of the biggest swordfish on record with the IGFA).

Hooked in nearly 1,500 feet of water, the fish battled Jessica for three hours, but she earned a lifetime's worth of bragging rights at the Harvey home.





From Russia, Without Love

When we first learned that five men were planning to conquer the Bering Strait on 11-foot Sea-Doo personal watercrafts for the reality TV show *Dangerous Waters,* we knew they must be a bit crazy — and we like crazy. So, we called to see how their unusual voyage was going.

As it happened, we reached Steven Moll while he and his companions were cooling their heels in a Russian detention center. Never mind that the United States and Russian customs had approved this adventure. The team inadvertently committed a minor breach of security.

"We had done all our homework and gotten all of the necessary approvals," Moll said in an exclusive interview with YACHTING from his detention cell. "Coming across the Bering Strait, we stumbled onto a military installation where we were met by eight soldiers and a tank. We have been detained and are hoping to come back across the Bering Strait in the next 10 to 12 hours."

Obviously, we didn't want to keep Moll on the line too long (think of his cell-phone charges!), but according to a statement on the *Dangerous Waters* Facebook page later that day, the crew were all healthy, well-fed and eager to get back home, now that the Russian authorities had shortened their trip.

Stay tuned to *dangerouswaterstv.com* to find the program schedule and follow their international misadventure.



POWER PLAY

Sticker Shock

Why would anyone be surprised?

By Jay Coyle

I have sea-trialed so many new boats for YACHTING over the years that I have become jaded by pricing. That's changed now that I'm shopping for a boat. I recently parted with *Anhinga*, my 1989 Bertram 37 Convertible, which cost about $360,000 when she was new. Today you couldn't replace her for less than a million bucks! I found myself whining about this bad math to a boatbuilder pal who understands the numbers. He convinced me that while my buying power has dwindled there is more value than ever in new boats.

Steve Heese has been president of Chris-Craft since he and his business partner, Stephen Julius, bought the iconic marque out of bankruptcy in 2001. Heese totally retooled the company with a stunning, upscale product line and earned a herd of happy customers that have made Chris-Craft profitable. Given today's sour market, this stands as a testament to Heese's savvy. The Steves met at Harvard Business School in the 1980s and, after paying their dues working for others, joined forces to form Stellican, a company focused on rebuilding fiscally ailing brands. In addition to Chris-Craft, their other successes have included the famous Italian builder Riva and Indian Motorcycle.

"The boat business is much different than it was just a few years ago," Heese said. "The recession erased the economies of scale that large production builders had enjoyed." He offers his experience with motorcycles as an example. "Due to limited production volume, our first new Indian(s) cost us as much to build as a new Harley cost the retail customer." To improve its odds, Chris-Craft is part of a builders' buyers' group that negotiates the best pricing from vendors. "This is big, as labor cost for us is less than 10 percent of the price of a boat." Heese has also found the profitable sweet spot in his production. Regardless of the recent economic woes, customers' expectations have increased steadily over the past 20 years. Heese recognized this and has recast Chris-Craft as a lower volume, luxury brand.

As customers' expectations keep rising, Chris-Craft has retooled its company to succeed.

"Like new cars, new boats are technologically superior," insisted Heese, who points out that a 1970s Corvette drives like a truck compared with a 2012 model. "I can remember when starting an outboard was a 50/50 proposition and once running you didn't want to turn it off — now you turn the key and go. Integrated engine and propulsion packages not only improve handling but simplify customer care and warranty." This is critical as boatbuilders compete in a global market. "Once a boat is sold, often a builder's only interaction with the customer involves warranty," Heese said. "If you don't get it right, news travels from the bar at the yacht club to the Web." Heese admits that the boat business still lags behind the car industry in service, but savvy builders are figuring it out.

Green design has proved more of a challenge in terms of the customer's perception of value. "Mandated catalytic converters add $8,000 to our twin-engine gas boats. Most owners use their boat less than 60 hours a year — they don't see the need for the cost and complication." Behind the scenes, Chris-Craft has replaced the drums of acetone once used in production with an environmentally friendly product that costs 10 times as much. New environmentally acceptable gelcoat formulations have been problematic. Heese buys the best, yet each Chris-Craft is painted in a $1.2 million emission-controlled spray booth. "Someone who spends half a million dollars on a boat doesn't want the finish to fade after six months," he said. "We have found that making the right choices up front in terms of materials, components and methods is less costly than warranty claims or dissatisfied customers.

"At the end of the day, price is what you pay — value is what you get," Heese offered to salve my sticker shock.

I will be shopping for a very nice rowboat! ❑



COURTESY OF CHRIS-CRAFT

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Chutes and Ladders

Moving from deck to deck is not child's play.

By Dudley Dawson

There's a classic children's board game called Chutes and Ladders. The object is to climb the ladders toward the goal, but along the way, chutes pose the risk of your sliding backward and losing the game. Yachts have ladders and stairways too, and these sometimes carry the danger of inadvertently becoming chutes, sliding you downward toward bruises and embarrassment at best and "losing the game" at worst.

Avoiding a quick slide or tumble to the next deck is affected by three variables. Lack of adequate standards is one of these. The strict rules regarding dimensions and layouts of stairways ashore don't apply to yachts, because they don't take into account the space restraints and other special considerations. You won't find one vessel in a thousand that meets the shoreside standards. The U.S. Coast Guard regulations don't address stairs, and American Boat and Yacht Council Standard H-41 lists only the briefest of requirements.

How the boat responds to waves and wind is the second variable of stairway safety. Buildings don't roll 30 degrees or pitch at 15 degrees or more as yachts do, and that poses a significant risk to anyone using a stairway or ladder at sea. On a trip across the Pacific aboard a cargo ship many years ago, we ran straight through a typhoon, which rolled us 45 degrees for hours on end. The five-deck stair tower was well designed, but we had to time our climbing with the rolls, because the stair segments, running athwartships and normally at 45 degrees, went fully horizontal and then fully vertical with each roll. Thank goodness for handrails.

The third variable is the behavior of guests and crew using the stairway or ladder. Common sense should tell you to be especially careful when ascending or descending a steeper-than-normal stairway that's wet, has narrow or curved treads, doesn't have the handrails it should and, in all likelihood, will suddenly lurch from the boat's motion in an unexpected direction. The reality, however, is that guests, relaxed and on vacation, are often less attentive than usual, might be a bit tipsy (either from alcohol or lack of sea legs) and may be wearing unsuitable footwear. Nylon stockings on a carpeted stairway is a sure recipe for disaster in any venue, but at sea, it's just plain crazy.

Straight stairways that have a gentle slope, deep treads, shallow risers and substantial, continuous handrails on both sides are preferable. A moderate width, narrow enough to let me grab both rails at the same time yet wide enough for two guests to pass each other, is helpful. And the stairway should run fore and aft, rather than athwartships, so the degree of roll isn't added to the slope of the stair. You won't be surprised to learn that we seldom find such a stairway, but some compromises are better than others. In a few circumstances, a single handrail may be acceptable, but omitting handrails entirely is not. A number of layouts are acceptable, the best including half-deck landings, which allow for a number of innovative arrangements but also halve the damage when slips or falls occur. True spiral stairways, with the pie-slice treads coming to a point at the center, save space, but they are considerably less desirable than a winding stair, similar to a spiral but with a core at the center (closed or open), much like a strand of DNA.

The guidelines for ladders, vertical or steeply sloped, are simpler. Fore-and-aft is the preferred orientation. Beyond that, there's not much to do other than remember this rule: two hands and one foot, or two feet and one hand, on the ladder at all times — and keep your hands off the treads, so the guy above you doesn't step on them. ❑



Even a yacht as large as Derecktor's 281-foot *Cakewalk* can use a winding stairway to conserve space safely.

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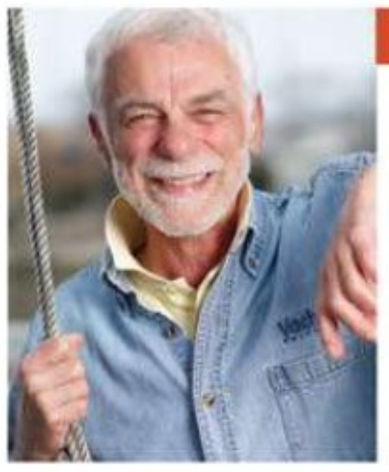
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BIG STORY

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Gunfleet 58

The quest for interior volume hasn't spoiled this yacht's good looks.

By Dennis Caprio

The last champion of small-volume monohulls for cruising under sail may have been L. Francis Herreshoff. In his book *The Compleat Cruiser: The Art, Practice, and Enjoyment of Boating*, Herreshoff argues for adequate spaces, sufficient sitting headroom, simple systems and a cedar bucket in place of a proper marine toilet.

Nowadays, though, anyone who wants to produce yachts in series has to study the fancies of a worldwide market, and few people know this better than Richard Matthews, founder of Oyster Marine, which he sold in 2008, and his latest endeavor, Gunfleet Marine. He named the company after a well-known sandbank on the Thames Estuary about five miles off Essex, England.

Matthews' first collaboration with designer Tony Castro produced the Gunfleet 43. This 58 is the second model. Loads of interior volume on a given overall length is the key to this line's cruising comfort and its appeal to families, but her numbers tell us that she should also be a spirited performer.

To date, only the 58 has a shallow keel, deep centerboard and twin rudders. She'll likely be able to dry out at low tide and remain upright, balanced on the tripod of her appendages. Imagine: a 58-foot gunkholer. Well, that moniker may be stretching the concept a bit, because she still draws nearly six feet with the board housed.

LOA: 59'8"
LENGTH (hull): 57'7"
LWL: 53'7"
BEAM: 17'1"
DRAFT: 5'8" centerboard up; 11'8" board down
DISPL: 68,343 lb.
SAIL AREA: 2,013 sq. ft. w/ genoa
DISPL./LWL RATIO: 198.1
SAIL AREA/DISPL. RATIO: 19.4
ENGINE: 1 x 150 hp Volvo D3 diesel
FUEL: 330 gal.
WATER: 220 gal.



On the other hand, the chord length of the salient keel and its slick wing-shape ballast bulb ought to let her sail respectfully close to the wind without deploying the board. In the United States, that ability may go to waste, because gentlemen don't cruise to windward under sail — without the auxiliary, that is.

The quest for volume inside a sailing yacht always compromises its proportions, which occasionally spoils its looks, but that's not the case here. A short yacht normally requires a disproportionately wide beam and lots of height in the topsides and superstructure. A long yacht of the same basic style as her short sister can enjoy a similar ratio of interior volume to exterior dimensions, but she'll appear sleeker. Castro has disguised the Gunfleet 58's inherent bulkiness in a muscular-looking shell. Seen from astern, she'll remind us a bit of offshore racing yachts. Carrying the beam well aft as she does also increases her form stability and gives her the surface area she'll need to surf off the wind. It also allows a supersize master stateroom under the cockpit.

During the heyday of narrow meter yachts and Cruising Club of America Rule cruisers/racers, flare in the topsides was a mark of beauty, but it did waste space. Modern yachts — the Gunfleet 58 among them — tend toward nearly vertical topsides to place more of the hull's maximum beam down near the cabin soles. A careless approach to this design element can make the yacht look clunky, but Castro's artful use of portlights along the topsides reduces our perception of height and adds visual interest to the wall of fiberglass. In a direct profile view, the superstructure recalls the roofline of an Aston Martin Vantage coupe, and this treatment visually lengthens the yacht and suggests speed. The angle of the 58's reverse transom echoes those at the after terminus of the superstructure and the leading edge of the dip in the trunk cabin's line amidships. Small details, to be sure, but they have a huge influence on the yacht's overall look.

The Gunfleet 58 has a much longer story than space in this column allows, so I recommend that you visit *yachtingmagazine.com* to see renderings of the interior and read more about the many details that establish her character. ❑

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THE EARLY DAYS

TO READ ABOUT **FAIRLINE'S HUMBLE BEGINNINGS**, VISIT *YACHTINGMAGAZINE.COM*.

Fairline's Squadron 50 brings a bit of clever to the flybridge market. By Chris Caswell



Moving the king-berth-equipped master forward provides a vast cabin sole.

Just standing on the dock and gazing up at Fairline's Squadron 50 gives you a sense of her magnificence. My test vessel had a steel-blue hull, which added to her impact, and with acres of black glass windows, she's a head-turner. I'm not going to bore you with the whole couch-to-starboard tour, because there are three features of this yacht that I really want to share with you.

One is a tender valet service. No more struggling with a crane or consuming interior space with a garage. Designed by Fairline and built by Besenzoni, it's a huge improvement over the submerging swim platform. A 9½-foot Williams jet tender sits on a pair of chocks on the teak transom platform, and at the touch of a button, a section of the platform slides out and down, still holding the tender. At this point, you can comfortably and securely board her. Another touch of the button lowers her into the water. When you want a swim platform, the chocks fold flat: slick!

Boarding is easy even if the tender is stowed, since twin stairs lead to the teak-plank cockpit, which gets sun protection from the overhanging cantilevered bridge. Access is via easy stairs to port, and this bridge is huge! Stretching forward from above the transom to the venturi windscreen, it could comfortably seat all of your in-laws on the full-width divan aft, which curves into another couch to starboard. A folding table serves the family dinner or cocktails for a few. A console on the port side holds a grill and wet bar with refrigerator or ice maker.

LOA: 49'1"
BEAM: 14'8"
DRAFT: 3'11"
DISPL.: 42,108 lb. (dry)
FUEL: 604 gal.
WATER: 145 gal.
ENGINE OPTIONS: 2 x 575 hp Volvo Penta D9, 2 x 670 hp Volvo Penta D11 diesels
ENGINES TESTED: 2 x 710 hp Caterpillar C12 diesels
BASE PRICE: $1,466,000



The helm's thoughtful portside location gives the skipper a good view down the steps to the corner of the 50 for docking. The captain also gets a double-wide helm seat behind a modest fiberglass dash. I particularly liked having the engine gauges (not digitals, but good old round dials like the ones from my flying days) right in my line of sight.

This yacht's master stateroom is in the bow. Lots of yachts have the master cabin amidships, but if a yacht has any amount of deadrise there, you can end up with slanted walking areas around the berth. Yes, putting the king-size berth in the bow means the stateroom tapers on each side, but who cares? What you get is an enormous flat sole with the space usually found on much larger yachts, plus headroom of more than six feet.

And there is another reason that a forward suite makes sense. Many yachts moor stern-to in marinas or at quays, so having huge windows in an amidships owner's cabin gives only a close-up view of someone else's topsides. On the 50, the big windows provide light and view, and with overhead skylights, the suite is lovely. Amenities here include a realistically sized hanging locker, a dressing table and a frosted shoji-style door leading to the en suite head.

Just aft are two guest staterooms, and each provides flexibility with double berths that can separate into a pair of singles. The starboard cabin has direct access to the day-head and, like the master's, is comfortably

RPM	KNOTS	GPH	dB(A)
600	7.1	6.1	72
900	8.3	15.0	72
1200	10.1	19.2	74
1500	12.6	32.3	78
1800	19.3	44.3	80
2100	27.6	58.4	80
2300	31.2	68.0	82

TEST CONDITIONS: Speeds were measured by GPS on Biscayne Bay off Miami, Florida, with flat seas and light winds, with a half-load of fuel, half water and four people on board. Fuel consumption was calculated by the electronic engine-monitoring system. Sound levels were measured at the helm.

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large with a full shower stall.

Fairline has also broken with its own traditions by placing the galley aft, which makes sense because the sliding doors to the cockpit are extra wide, opening the area for entertaining. Large windows surround the L-shape countertop, which houses a De Dietrich grill (only two burners seems a bit skimpy) and under-counter Isotherm fridge. Several large lockers hold pots, pans and provisions, but I didn't find a single drawer. (I'd lose one locker to gain four drawers.) The lower helm is in the forward starboard corner and offers great all-around sight lines. A full array of Garmin instrumentation appears on a single monitor. Controls for the Bennett trim tabs and Sidepower bow thruster are handy.

Not having a space-eating tender garage in the transom allows the Squadron 50 to provide a truly civilized (and optional) crew cabin under the cockpit, with a single berth, mini galley and head. It's perfect for kids.

The engine room is impressive. Every possible service point is readily accessible.



The Squadron 50's aft galley offers quick and easy access to the cockpit for alfresco dining.

Not only is this likely to improve the reliability of the yacht, but service techs will love you. Power comes from a pair of 710-horsepower Caterpillar C-12s, which push the Squadron 50 along at a respectable 31 knots. A yacht with flatter underwater lines might get another knot or two but wouldn't ride as nicely. Under way, she carved sweeping turns with élan and maneuvered nimbly in tight spots. She felt solid, certainly because she is well built, but also because Fairline takes the time to put what the Brits aboard for our test called "little rubbery bits" between anything that might squeak or rattle.

In this highly competitive segment of the market, the Squadron 50 seems poised to hold her own. ❑

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An Enduring Spirit

Historic St. Augustine's charms are legendary — and well deserved.

By Mario Vittone

> If you find yourself mooring in St. Augustine, Florida, then you have just cruised into the oldest seaport in the United States. The city has been here almost 450 years. And its historical significance and old-world Spanish charm attract almost 7 million visitors a year. Sitting in O.C. White's — my favorite bar, solid with its thick coquina block walls — I'm reminded of why I come back here, again and again.

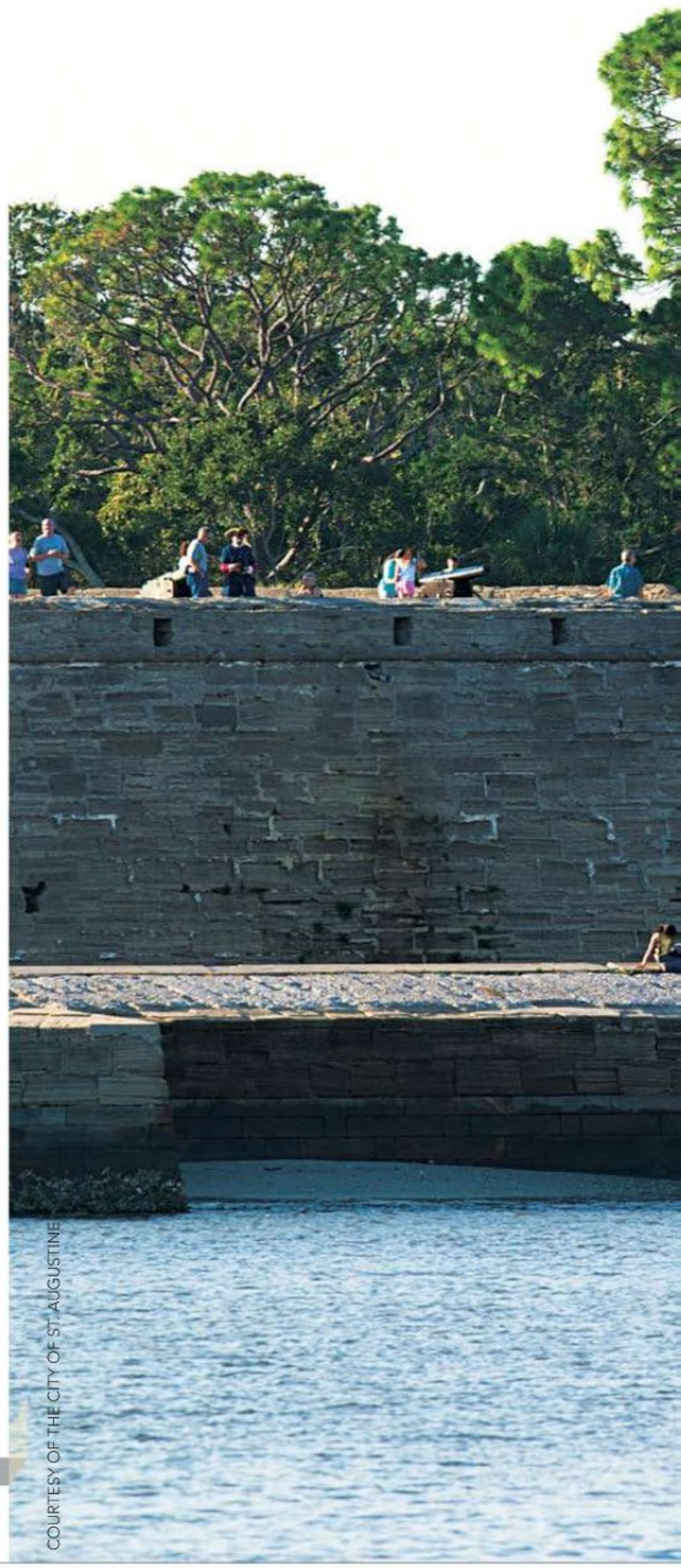
Across the room, a couple stare at the wall and rub their hands over the coquina. The tiny shells, formed into a natural concrete and cut from local beaches, are all over the city. "How old is this place?" I hear the woman whisper.

Like so many Americans, I grew up believing that the English were the first to settle in the New World. But 42 years before John Smith started Jamestown and 55 years before the pilgrims landed at Plymouth, Adm. Pedro Menéndez de Avilés settled St. Augustine. It was 1565: So, the oldest continually occupied European settlement in the United States is Spanish.

Dana Ste. Claire, the director of Heritage Tourism, is passionate about his city's history. "When the *Mayflower* landed at Plymouth, St. Augustine was already up for urban renewal," he said, leaning forward in his seat. I liked him instantly. At his office in the Lightner Museum (built in 1887 as the Hotel Alcazar) Ste. Claire told me about the 450th anniversary of St. Augustine. "This is not about a specific date. It's not just an unbroken history, but an enduring spirit that we commemorate," Ste. Claire told me. He was beaming. "St. Augustine is a town worth celebrating."

The city has planned multiple events over the next four years to honor important cultural and historical milestones: the bicentennial of the Spanish Constitution, the discovery of Florida by Juan Ponce de León, the 50th anniversary of the civil rights movement. In 2015, St. Augustine will celebrate the 450th anniversary of its founding with a yearlong party that we are all invited to attend.

My visit with Ste. Claire had been arranged by



COURTESY OF THE CITY OF ST. AUGUSTINE

The Castillo de San Marcos, which has protected St. Augustine since the 1600s, is now a popular attraction.

MOUTHWATERING

TO **SEE MORE PHOTOS** OF ST. AUGUSTINE AND READ ABOUT THE CITY'S FINE RESTAURANTS, VISIT *YACHTINGMAGAZINE.COM*.



harbor master Sam Adukiewicz. He grew up on these shores and offered me a tour of the harbor. "You have to see the city from the water," he explained. During our trip, he spoke about the St. Augustine Municipal Marina and the service it provides. With water taxi and other essential services included in the rate, tying up in the harbor's mooring fields is another excellent option for cruisers. His marina is being dredged, and so is the channel from offshore into the harbor. "Until the dredging is complete, just tell your readers to favor the reds. I have had boats in here up to 190 feet. There is plenty of water." As we watched the crane dig up another bucket of silt from the harbor floor, he stared at the mud with the same look of wonder I had seen on the tourists' faces at the bar. "We [the city] keep anything they dig up. Think about it. There are 450 years of things dropped over the side down there."

Just to starboard as you enter the harbor and before you get to the Castillo de San Marcos, Camachee Island is a perfect place to stay if your boat needs attention. There is a full-service marina for any-size vessel, and it's also closest (just a bridge away) to Vilano Beach and features a grocery store for restocking the galley. The Kingfish Grill at Camachee gets high marks too.

For fine dining, though, 95 Cordova is the place to go. If the seared sea scallops were the only item the restaurant served, I would still return.

The Casa Monica Hotel welcomed its first guests in 1888. It has had a few names over the years, closed during the Depression, and was even used as the county courthouse for a while. Richard Kessler bought it in 1997 and spent millions to restore the landmark hotel to its original grandeur.

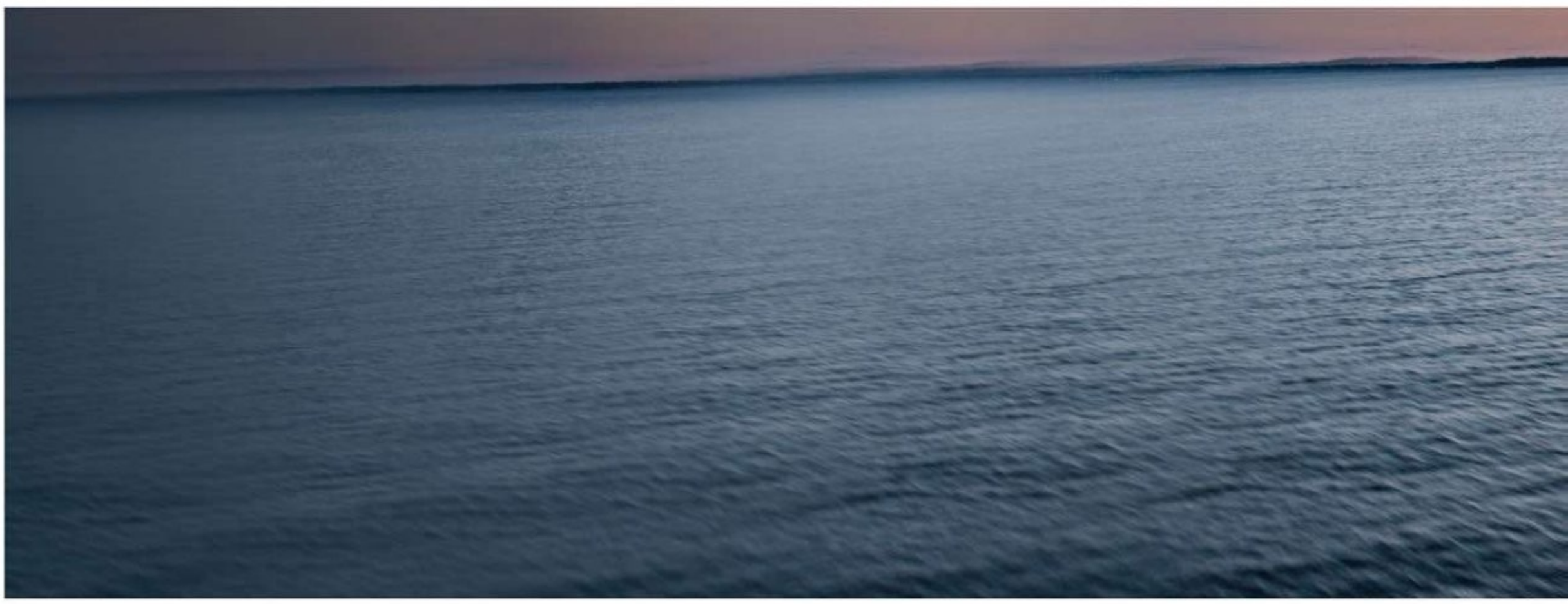
"We have 138 rooms and no two are alike," said Anthony Lazzara, the hotel's general manager. "We have everything



Spanish Street reminds visitors and residents of St. Augustine's original European heritage.

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The newly dredged Municipal Marina and its channel provide plenty of deep water.

COURTESY OF THE CITY OF ST. AUGUSTINE

from our standard accommodations to the exquisite three-bedroom, four-story Kessler Suite." He walked me around the grand lobby to show off its ornate hand-painted archways and gold-leaf accents. It occurred to me that there are two kinds of people here, those who love St. Augustine and those who are about to.

During your first visit, don't make the tourist's mistake of thinking that St. George Street is the only place to shop. Every street in the old town has something to offer. To find the real gems, you must walk Cuna, Hypolita, Spanish, Cordova and Avilés — America's oldest street (sorry, Philadelphia). Lined with restaurants, galleries and wares from local artisans, plus 18th and 19th century homes, these avenues are where you will truly start to love St. Augustine.

On their way out of O.C. White's, the couple who had admired the walls stopped to ask the bartender, "When was this place built?" She paused in her work, grinned and said, "1790."

History is a feeling in St. Augustine. It is an emotional constant living in the walls and the streets, as if those who built them knew something that we would need to remember — that some things should never change. In 450 years, St. Augustine has never forgotten itself. Spend time here; you won't forget it either. ❑



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EVERYTHING OLD IS NEW

WESTPORT'S PERENNIALLY POPULAR 112 MOTORYACHT JUST

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BY DUDLEY DAWSON

Few, if any, yacht designs have as long and interesting a timeline as the Westport 112 motoryacht. This model's longevity is due entirely to its popularity with buyers, as evidenced by the 50 hulls built to date. Currently being delivered at the rate of three per year, there is no end in sight.

This level of long-term commercial success requires both new and repeat buyers. It's not surprising that owners of smaller yachts, Westport and otherwise, would look to the 112 as their desires and resources grew. While that is the norm, one buyer taking delivery of a new 2012 model traded in his 1998 Westport 112.

Such an exchange indicates continuing satisfaction with the construction and functionality of the model; a cordial relationship with the builder and its after-sale support services; and a craving for the enhanced features available only on the newer version of the yacht. Among the most prominent of those elements is the newly optional arrangement featuring a main-deck master suite.

Phil Purcell, Westport's longtime vice president of sales, says the new arrangement was proposed to reignite interest among buyers during the economic slump that first hit the marine industry in 2008. The layout was intended to appeal to Middle Eastern yachtsmen, and the first hull with an on-deck master was delivered to a client in Lebanon. Subsequent sales of the Westport 112, however, have been to North American buyers. Purcell is quick to point out that both of the arrangement plans are and will remain available, but he predicts that three out of four new builds will have the on-deck master stateroom.

Purcell certainly knows his stuff when it comes to yachts and the buyers, but I'd bet his prediction will hold true only until Westport's team of innovative designers, under the leadership of naval architect Taylor Olson and engineering coordinator Tom Fox, develops yet another incarnation of the venerable model. To understand just how Westport has arrived where it is today, let's take a look at the origins and the journey of the yard and the Westport 112 from inception to the present.

Westport Shipyard was founded in 1964 in the southwestern Washington town of the same name. Initially, it focused on building vessels for the local commercial fishing industry, but word of the yard's quality work soon spread and others came knocking. Brothers Rick and Randy Rust bought the shipyard in 1977. The Rusts brought a broader outlook to the company and soon added commercial passenger vessels to Westport's portfolio.

An attractive pair of 92-foot passenger ferries serving California's Catalina Island generated a ton of publicity for the yard, and their offshore performance brought inquiries for other applications. Having heavily invested in specialized equipment to speed the production and enhance the quality of fiberglass hulls, superstructures and other molded parts, Westport received orders from custom builders around the Pacific Northwest to supply their lamination needs.

The Rusts favored Seattle designer Jack Sarin, who had perfected his trade under the tutelage of the legendary Ed Monk Sr., working alongside Ed Monk Jr. The two younger men, today both in their 70s and with formidable reputations of their own, eventually set up separate design studios, Monk Jr. focusing on smaller yachts and commercial craft while Sarin tended to focus on larger vessels. Thus was the genesis of *Golden Delicious*, a 98-foot motoryacht designed by Sarin and built by Westport, which took the industry by storm in 1988. It was a particularly pretty boat with an excellent hull and, if not the largest, was certainly among the biggest fiberglass yachts



Originally powered with Detroit Diesel 8V92s, today's 112 comes with MTU 16V2000s. These motors provide the yacht with a 22-knot cruise and a 25-knot top end. A big change to this vessel since her introduction is the ability to exchange the country kitchen (below) for a main-deck master (bottom). The eye-pleasing *Estancia* (opposite, bottom) is one of 50 Westport 112s built over the years.

COURTESY OF WESTPORT





built at that time. It formed the basis for the current Westport 98.

Over the years, the Rusts expanded their line of yachts to include the Westport 112, also based on a Sarin-designed hull. They would eventually sell the company, part at first and then all, to Orin Edson, an entrepreneur who had built an empire in production boatbuilding with the U.S. Marine Corp., located in northern Washington.

Edson brought in fresh ideas and fresh faces, hiring Daryl Wakefield as general manager and augmenting the design talents of Sarin with those of Bill Garden and Greg Marshall. Wakefield, in turn, hired Olson (who had worked with Sarin) and Fox (who had worked with Wakefield at Admiral Yachts) to implement the new order.

The most important of the changes were Edson-inspired procedures and controls, which enabled Westport to build custom yachts in an environment that is largely production-oriented. Such an approach ensures consistent quality while keeping costs in check, both of which significantly benefit the builder and buyer alike. Thus, Westport's line of offerings is broad and diverse, but only specific lengths are available. Arrangement choices can be tweaked a bit, but the basic platform is fixed — bulkheads and stairways, for instance, cannot be moved. Propulsion packages change only to incorporate new technology. The Westport 112 has transitioned from Detroit 8V92s to Detroit 12V92s to MTU 396s to today's pair of MTU 16V2000 engines, now driving custom propellers at lower shaft speeds for better efficiency and less vibration, whether at the yacht's top speed of 25 knots or her cruise of 22 knots.

Such limitations don't seem to be a hindrance to buyers of the 112, who are free to personalize their yachts with a wide choice of decor and other interior options, and now, a second arrangement plan. The classic edition includes a master, a VIP and two twin staterooms belowdecks, and a country kitchen forward on the main deck. This vessel's new arrangement still has four guest staterooms below, although the fourth is now a small upper/lower rather than a king master suite. The master suite sits where the country kitchen once resided, all the way forward on the main deck, with a spacious head down a few steps under the foredecks, borrowing from the space formerly occupied by the below-deck master. Otherwise, much is the same in both versions, with a spacious salon, dining room, galley and open-yet-protected afterdeck on the main level, and with lots of open entertainment area topside and forward.

The Westport 112 still rides on the original Sarin-designed hull form, but credit for the modern profile and new arrangement goes to Taylor Olson. Purcell readily gives Olson his due, pointing out that he restyled not only the 112, but the 130 as well, to create a family look established by Marshall's restyling of Westport's 98. The multitalented Olson also collaborated with Garden on the hull for the Westport 164, which features exterior styling by Donald Starkey.

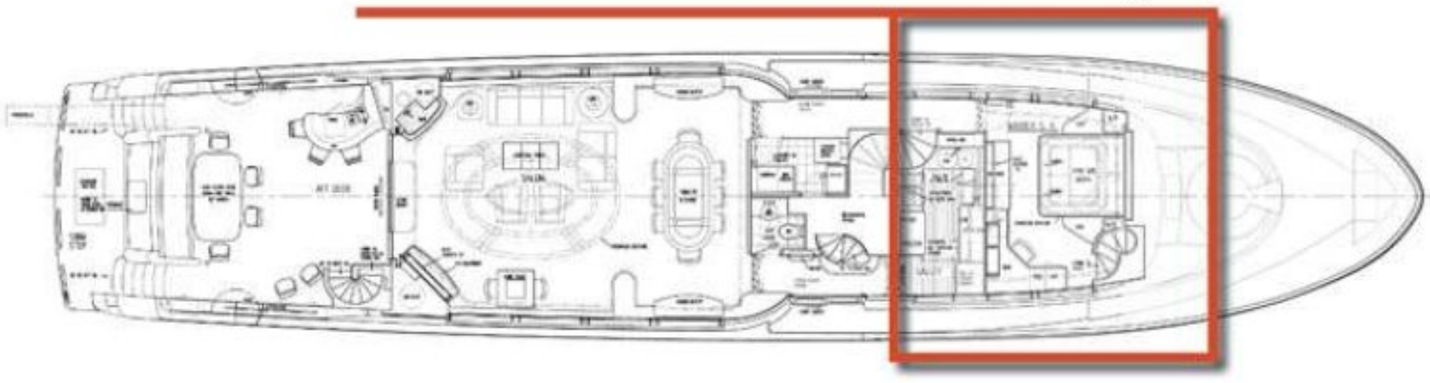
Although the 112 has a new exterior and a new arrangement, the builder's attention to detail in construction and outfit, in joinery and systems, remains much as it has been since the beginning — the best it can be, and utterly complete on delivery. Westport's reputation is so good that many buyers dispense with the traditional shakedown cruise, instead departing the yard and heading off on their maiden voyage, confident that their vessel will perform as promised. ❑

Westport Yachts, 954-316-6364; westportyachts.com

THE WESTSHIP CONNECTION

At the time that Westport's 98-foot *Golden Delicious* (now named *Destiny*) was delivered in 1988, she was among the largest fiberglass yachts. But the "destiny" of Westport Shipyard was soon to be intertwined with that of its competitor across the continent. Herb Postma, a Hatteras dealer in Fort Lauderdale, Florida, had been buying semi-completed yachts from Hatteras for several years, finishing them with custom interiors and even adding cockpit extensions to suit owners who were willing to pay the difference. Hatteras, though, had a custom yacht division in the works and eventually cut off Postma's supply. Postma, the recent delivery of *Golden Delicious* fresh in his mind, turned to Westport to help build his own line of custom yachts, all bearing his own Westship brand. Every Westship delivery broadened the builder's base and helped cement its reputation outside the world of commercial fishing. A victim of his own success, though, Postma would once again find himself on the outside as Westport, like Hatteras before it, began offering custom yachts bearing its own nameplate. Westport delivered its last Westship in 1998.

The main-deck master stateroom offers owners a great ocean view.



LOA: 112'0"
BEAM: 23'9"
DRAFT: 5'6"
DISPL.: 236,000 lb.
FUEL: 5,500 gal.
WATER: 1,012 gal.
CONSTRUCTION: Fiberglass
DESIGN: Jack Sarin/Taylor Olson
INTERIOR: Client's choice
GENERATORS: 2 x Northern Lights 65 kW
STABILIZERS: Naiad 353
BOW THRUSTER: American 16", 40 hp
WATERMAKERS: 2 x Sea Recovery 1,400 gpd
ENGINES: 2 x 2,000 hp MTU 16V2000 diesels
PROPELLERS: Michigan 5-blade, 48"
SPEED: 25 knots max, 22 knots cruise
BASE PRICE: $11,295,000



COURTESY OF WESTPORT

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UNDISPUTED

BY PATRICK SCIACCA

VIKING YACHTS' LATEST MIDSIZE CONVERTIBLE IS A BRED-FOR-BLUE-WATER FISHING MACHINE.

The proud bow of Viking's 55 Convertible pierced the outer edge of Atlantic City, New Jersey's Absecon Inlet and entered into a near-flat-calm ocean. She was pointed east and I got the sense that this sport-fisherman wanted to bolt straightway for the distant canyons in search of novel-worthy pelagics that could easily span her 17-foot-9-inch beam. I know it's what I wanted her to do. After all, this vessel is named *Business* (hull No. 1) and creating big-game boats is what this builder is all about.

This sport-fisherman is constructed to handle the rigors of such offshore duty. Her vacuum-infused, Baltek-core hull — except for where there are through-hull penetrations, which are solid fiberglass — sports a planing form that follows that of her predecessors, the Viking 60 and 70. (Vacuum infusion is also used on numerous other parts of this yacht for weight savings. All totaled, the 55 comes in at a 77,700-pound, full-load displacement, which is lighter than most in her class.)

Unlike earlier Vikings, this hull form features amplified convex sections forward and aft that help with head-sea performance and enhance stability in a seaway, roll movement on the drift or trolling and lift when throttling up. In addition, two small strakes add to her effortless planing ability.

A raised sheer line above the waterline complements my test boat's enhanced shape beneath it. The result is increased forward freeboard, which should keep most spray at bay and ensure that the flying bridge's optional Costa Clear enclosure is relatively salt-free when Poseidon gets an attitude (as he is known to do).

Where this boat truly shines is when she's pushing herself

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to the ragged edge of performance. During my wheel time, I took the twin ZF single-lever controls and flattened them to the pins. The optional 1,550-horsepower MAN 12-cylinder diesels quickly spooled up in sweet synchronicity at 2,330 rpm, which is well within the 2,300 rpm rating, as the 55 shot in the direction of those calling canyons. (MAN 1,400 hp diesels are standard, and 1,800 hp MANs and 1,625 hp Caterpillar C32s are also options.) I checked the center 17-inch screen of this boat's three-display electronics setup, featuring the optional Furuno NavNet 3D system, and noted the speed on the GPS: 42 knots!

This velocity created an awesome blow-what-hair-I-have-left breeze that any helmsman would welcome as a wake-up greeting or for cooling off after a long day of trolling for those pugnacious pointy-nose fish that big-game anglers love to chase. That speed will cost, however, about 160 gph.

Dialing back her engines to 1,900 rpm set this test boat at a comfortable 33.5-knot cruise while the MANs burned 100 gph. At this pace, this 55 has a range of 488 nautical miles or 0.34 nmpg based on her 1,619-gallon fuel capacity and a 10 percent reserve. (My test vessel featured an optional 205-gallon tank, which is positioned under the companionway stairs leading belowdecks.) At 1,700 rpm those MANs go through 76 gph, reduce the boat's speed to a quite-respectable 29 knots and extend that range to 556 nautical miles. In addition, this setting keeps the engine load in the low- to mid-60 percent realm, helping ensure that your vessel's power plants have a long and healthy run.

Although this model doesn't feature the fly-by-wire Viking independent programmable electro-hydraulic rudder (VIPER) steering system of her larger siblings, she's no less agile with her power-assisted tie-bar setup, which has offset tiller arms to enable fast response and quick cuts. I put the wheel hard over while she made 36 knots and this 55-footer carved a near-perfect, three-boat-length circle into the sea while feeling sure-footed throughout the maneuver. This yacht's pedigree was also evident in her ability to effortlessly spin on her axis and back down with a vengeance. (To see how this boat handles, check out our sea-trial video at *youtube.com/user/yachtingmagazine/videos*.) Tournament anglers will really appreciate her agility.

FIN CHASER

TO SEE **MORE IMAGES** OF THIS BATTLEWAGON, VISIT OUR PHOTO GALLERY AT *YACHTINGMAGAZINE.COM*.

They will also appreciate this yacht's 151 square feet of fish-fighting cockpit space as well as the two massive in-sole fish boxes under the optional teak-covered cockpit that are both capable of holding several bigeyes. Of course, these boxes can also be set up as a dump for the ice maker (as on this vessel) and livewells, or any combination of the three. There's also an in-transom kill box. Like that cockpit sole, the 55 sports optional all-teak covering boards.

Finishing off the business side of this boat is a pair of Rupp outriggers, a contoured and artisanal-grade Release Marine offset fighting chair set up for battling granders and a mezzanine with built-in bait stowage under the seat.

The same attention to detail given to the 55's construction and fishability can be found in this sport-fisherman's interior spaces. This test vessel sported grain-matched, high-gloss teak veneer throughout her interior. Attractive teak strips set up against the salon's cream-tone headliner subtly, but effectively, play off the overhead LED lighting, adding a sense of warmth to this space.

The 55's starboard-side island galley layout with an Amtico rosewood-tone sole sported two stools at the overhanging countertop, offering a great place for breakfast. Four under-counter, drawer-style Sub-Zeros (two refrigerators, two freezers) offer plenty of room for stores for the traveling angler and his team for a week or more. If you prefer, you can lose the island and extend the galley counter outboard to starboard, which gains you two more drawers under it. (This 55 got extra freezer space by placing a unit on the flying bridge in lieu of the standard sink.)

The island counter can be extended to add stowage space below.

COURTESY OF VIKING YACHTS



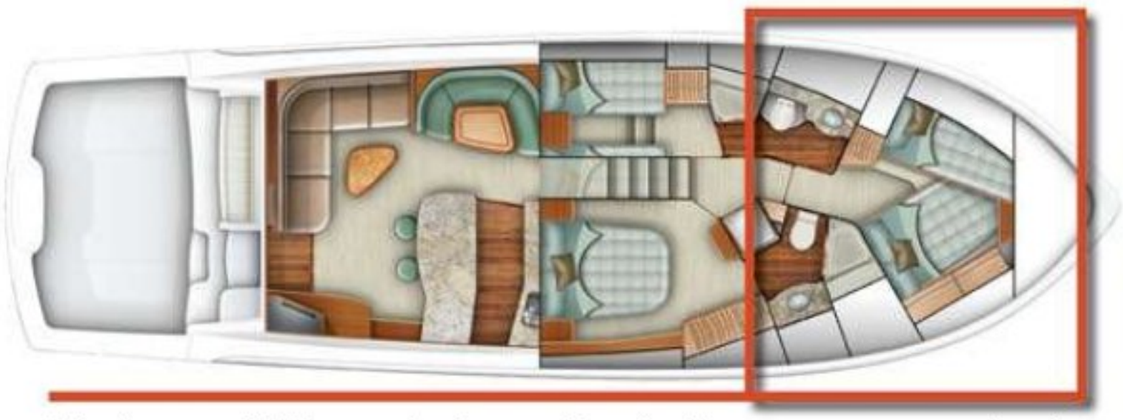


LOA: 56'5"
BEAM: 17'9"
DRAFT: 5'1"
DISPL: 77,700 lb.
FUEL: 1,414 gal.
WATER: 225 gal.
ENGINES (tested): 2 x 1,550 hp MAN diesels
ENGINES (standard): 2 x 1,400 hp MAN diesels
BASE PRICE: $2,259,000
PRICE (as tested): $2,932,176

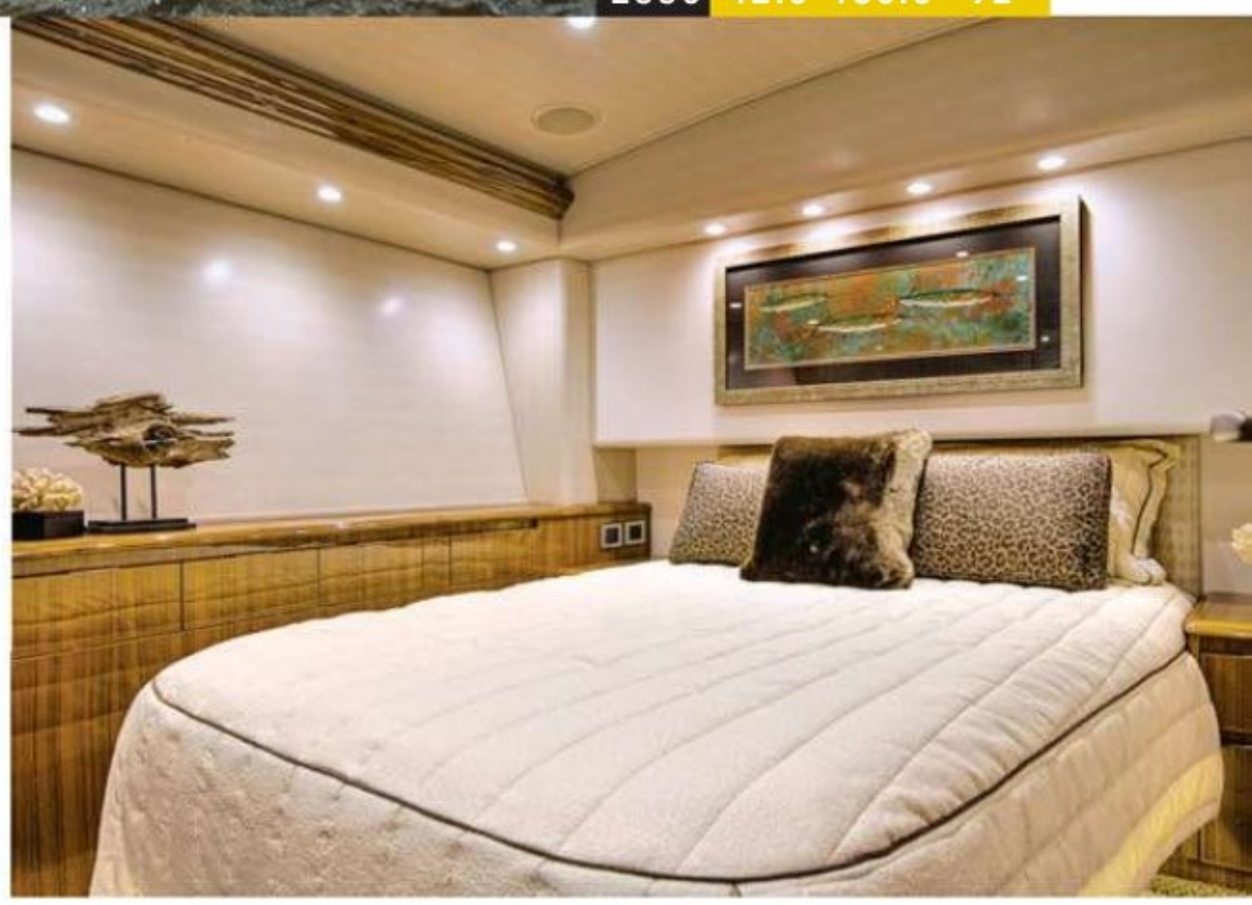
RPM	KNOTS	GPH	dB(A)
600	7.9	4.0	65
900	10.6	15.0	77
1100	12.9	32.0	79
1300	18.4	44.0	80
1500	23.5	60.0	83
1700	29.0	76.0	85
1900	33.5	100.0	87
2100	37.4	123.0	88
2330	42.0	160.0	92

TEST CONDITIONS: Speeds were measured by GPS in the waters off Atlantic City, New Jersey, in calm seas and 5 to 10 knots of wind, with full fuel and water and four people aboard. Fuel consumption was calculated by the electronic engine-monitoring system. Sound levels were measured at the helm.

This 55's raised sheer line (above) enhances seakindliness and boosts interior volume, which is illustrated in the master stateroom (right).



The forepeak VIP can also be outfitted with a step-up queen berth.



A four-burner electric cooktop makes meal preparation for the crew a breeze, but when the bite is hot and time is limited, the Sharp Carousel microwave makes reheating that oh-so-tasty Hot Pocket a no-brainer. (You know you eat them.)

Deep pullout cabinet drawers offer sizable stowage space for dry goods, paper products and snacks. Worthy of note is the light feel of the galley's cabinet doors, which are cored with Nomex honeycomb in yet another weight-saving measure. All latches and catches here are robust, and even when running the 55 at wide-open throttle up and over boat wakes, not one door or drawer popped open.

Form and function really meld well on this sport-fisherman, and this is illustrated in the belowdecks layout, which features a starboard-side master stateroom with en suite head. Eye-catching arched doors define the hanging locker here while a dresser sits just forward of the queen-size berth. Additional stowage is found in myriad drawers along the outboard side of the room and in two end tables that flank the berth.

Guests and/or crew can take refuge after a long day of battling big fish in either the portside guest space with side-by-side berths or the forepeak VIP, which on this 55 featured crossover berths — a great arrangement for the hard-core angler and his team. For the straight-up cruiser or cruiser-gentleman angler, you can also get a step-up island queen berth here.

In 1996 Viking Yachts launched its first 55-footer. It was the post-luxury-tax world, and over a five-year period this builder constructed and sold about 150 of them. A lot has been learned over the course of building so many boats, and it shows in the new 55. This wealth of experience, combined with innovations in today's hull design, build methods and technologies, makes it easy to predict that the Viking 55 will be a winner all over again. ❑

VikingYachts, 609-296-6000; vikingyachts.com

Ios

For six generations, the Loro Piana name has been synonymous with luxury that's always the best.

pired by Yachting

BY MARY SOUTH

PHOTO BY CARLO BORLENGHI, COURTESY OF LORO PIANA

It sounded ridiculous to me: a 100 percent cashmere carpet — its soft, silky fibers gathered from the coats of the rare Hyrcus goat that lives in the mountains of Mongolia, Afghanistan and Iran. I maintained a journalist's neutral composure, but inside, I snorted. Come on! This was just *too* over-the-top. Then I walked across it in my bare feet, which seemed to sink ever so slightly into a cloudlike cushion. I tried not to be seduced by its softness and naturally perfect pale taupe shade — the undyed color of the goats' fur. But I am human and I am not ashamed to say it: I wanted Loro Piana's One Step to Heaven carpet in the worst possible way. I believed with all my heart that adding this subtle yet luscious luxury to my humble steel trawler's interior would elevate not just the look of the boat, but my very existence aboard, to nautical nirvana. It would be the superyacht effect, without the superyacht. *Sigh.*

My conversion was swift but it shouldn't have been surprising.

For years, Loro Piana has made its reputation as the ne plus ultra brand of luxury fabrics and textiles. It has accomplished this through a rigorous devotion to natural luxury, quality control, elegance and function — or, as the company's website explains, "combining traditional craftsmanship with advanced technology."

I was surprised by the function part of the equation, but did you know that in the unlikely event that bare, wet feet should traipse across your salon's One Step to Heaven carpet it's not a big problem? In addition to having the natural water-repellent properties of a mountain-dwelling goat, the carpet is treated with a stain protector. Another example of function hiding beneath elegant form is Loro Piana's Storm System fabric, the finest natural wool treated with a water-repellent yet breathable membrane that also blocks wind. Top fashion designers around the world use it to provide protection from the elements without resorting to unlovely synthetic polymers.

Pier Luigi and Sergio Loro Piana now run their sixth-generation family business together, and Pier Luigi is a passionate yachtsman. A visit aboard his Reichel-Pugh-designed, Mick Cookson-built sailboat *My Song* confirmed the family's — and the brand's — aesthetic of elegant practicality.

Pier Luigi loves to race, but he also loves to cruise. And *My Song* reflects that compromise with a minimalist interior that is also extremely comfortable and chic. Carbon fiber built-ins and sole keep the boat lightweight. "We had a teak sole designed and built for the boat so we could use it when we weren't racing, but we have never once used it," Pier Luigi says laughing. Why bother? The carbon fiber is beautiful, surrounded as it is by touches of teak and, of course, a spare collection of top-quality linens, towels and accessories from Loro Piana.

On deck, there are vast sunning areas, covered in a simple taupe terry cloth and surrounded by more teak. Pier Luigi and his wife travel so much that *My Song*'s master winds up being the place they sleep more often than anywhere else. Docked in Rapallo on Italy's Ligurian coast, this yacht spends much of every summer cruising the coast and islands of the Mediterranean.

"I love Capri and [also] this part of the coast," Pier Luigi says. "In August, it's a little crowded, so we like to go to Greece, where we cruise with two or three other friends who have boats."

Pier Luigi's passion has led to company sponsorship of two large regattas, the Loro Piana Superyacht Regatta in Sardinia, Italy, and the Loro Piana Superyacht Regatta and Rendezvous in the British Virgin Islands. Both events are in partnership with the Costa Smeralda Yacht Club, which was founded in Porto Cervo, Sardinia, and now has a second club in Oil Nut Bay on Virgin Gorda. The Mediterranean event, which began in 2008 and is run in June, opens the sailing season in Europe. The Caribbean event takes place in mid-March and, though it's only two years old, has been very successful, thanks to its calendar and geographical proximity to other major large-yacht sailing events like the St. Barths Bucket.

My Song was launched in 1999, but Pier Luigi admits that, if he had it to do over again, he would build the same boat. She came in 16 tons lighter than projected and is still competitive,



Clockwise from top left, *My Song*'s minimalist salon; full sails at the Loro Piana Superyacht Regatta; the simple but chic master; Loro Piana offerings for yachtsmen; *My Song*'s terry-covered cockpit cushions; a cashmere-lined linen sleeping bag beckons.

HEAVENLY FABRIC

Originally used in the robes of high-ranking monks, Lotus Flower fabric is divine.

Pier Luigi "discovered" Lotus Flower fabric, made from *Nelumbo nucifera*, a lotus, in Myanmar. Local artisans had been weaving it by hand for centuries, but its production was so costly and time-consuming that it had almost disappeared. Around 35,000 stems are harvested (and must be hand-spun within three days) to produce a yard of this stunning fabric. Formerly used to create monk's robes, it has the feel of linen and raw silk, and it retains many of the properties of the flower from which it comes. Lotus Flower fabric is wrinkle-resistant, breathable and waterproof. Its limited production for the luxury market is also sustaining a dying art and its practicioners.

PHOTOS BY MARIO SCARPA COURTESY OF LORO PIANA

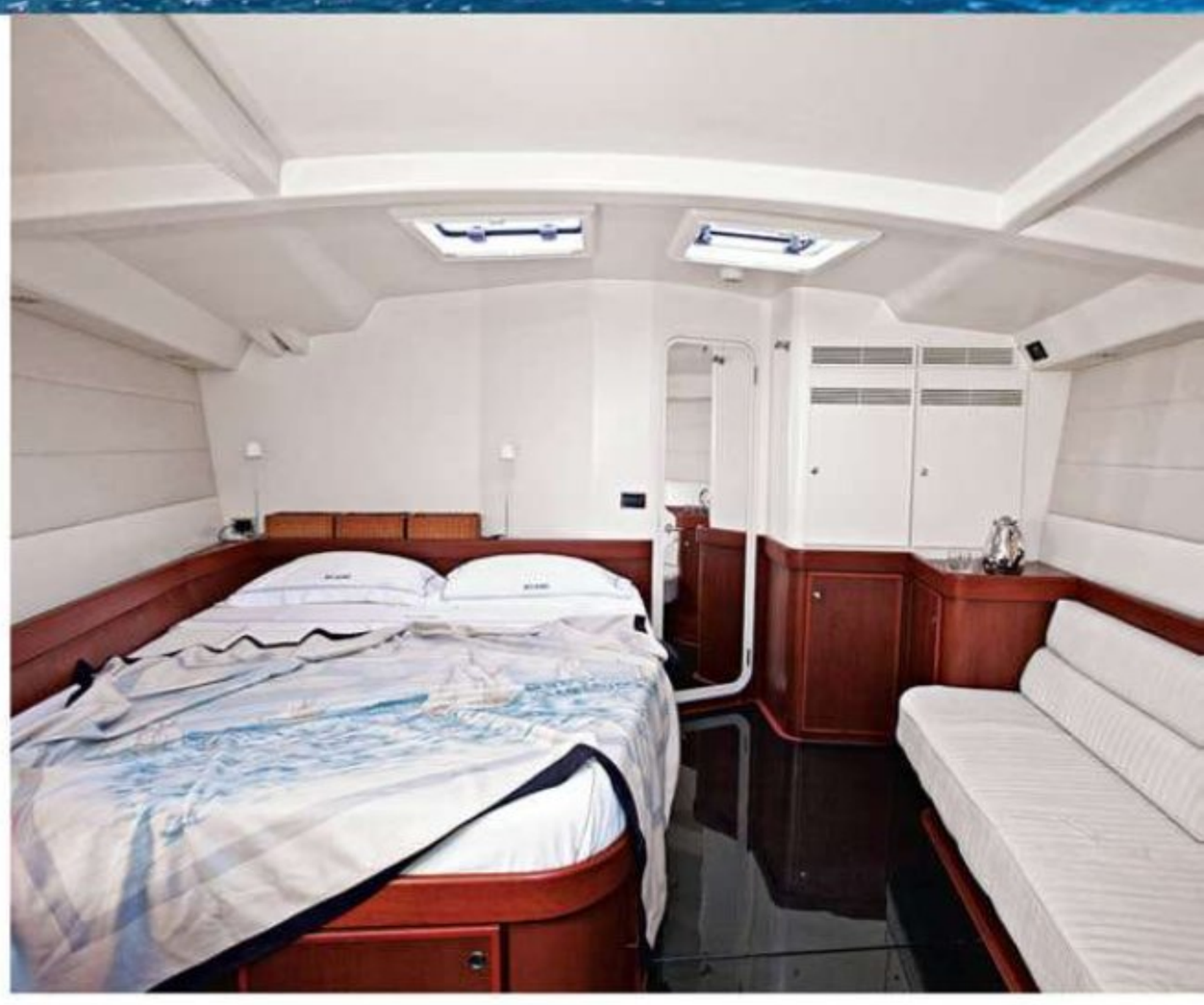


SMOOTH SAILING

TO SEE A **PHOTO GALLERY** FROM THE LORO PIANA SUPERYACHT REGATTA, VISIT *YACHTINGMAGAZINE.COM*.



EDDIE BERMAN



TOP PHOTO BY GUIDO TROMBETTA; BOTTOM RIGHT PHOTO BY MARIO SCARPA, COURTESY OF LORO PIANA

though newer builds obviously have more advanced technologies. As he puts it, "It's a cruising boat with racing technology," and the minimal compromises suit him.

It's not hard to see the connection between personal passion and the family's brand. Pier Luigi admits that sailing inspires him — "not just racing," he says, "but the spirit of yachting — with fun, relaxing time afterwards."

For the yachtsman who has everything, Loro Piana offers an incredible range of beautiful and durable fabrics, carpets and luxury accessories that are worth every penny. In its showroom located on Madison Avenue in New York, and in its factories in Italy, I swooned over one sumptuous product after another — and I'm a down-to-earth tomboy. This stuff is not just home or yacht furnishing: It's art.

Perhaps nothing better demonstrates the combination of luxury and versatility that Loro Piana exemplifies than this: The terry-covered deck cushions aboard *My Song*, which have served for many years, have a habit of going overboard in the wind. Waterlogged terry is heavy, and more than one expensive cushion has had an involuntary burial at sea. Pier Luigi's new plan is to re-cover them in Lotus Flower fabric. Hand woven from the stems of a particular type of waterlily (see "Heavenly Fabric," page 36), this rare and sumptuous fabric feels like a cross between linen and raw silk. And naturally, it floats. ❑

Loro Piana USA, 212-980-7960; loropiana.com

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WINTER
CHARTER
SPECIAL

The Firefly Sunset Resort offers rental villas like this (above) as well as a restaurant and a boat-friendly dock. *Bama Breeze* (opposite) is a common sight in the scenic waterways of the Abacos, because she is based in both Florida and the Bahamas.

Tender Moments

THE 80-FOOT HATTERAS *BAMA BREEZE* PAIRED WITH HER 31-FOOT JUPITER MAKE THE ABACOS AN EASILY ACCESSIBLE PARADISE.

By Kim Kavin



There are three of them.

They're not exactly circling, but they definitely are hovering. And they're looking square at us as if we stole their lunch.

We'd arrived early this morning at Lynyard Cay, so early that it felt like we were on our own private beach on a sunny Saturday in the Abacos. I swam out from the sand and had the crystal-blue waters all to myself as I floated on my back and let the warm rays wash over my face. It was one of those moments when you feel like you, and you alone, have discovered a little piece of paradise on the planet.

But that moment — as delightful a swimming respite as any half-hour during my previous 40 years of life — had now ended. The three monster-width sailing catamarans were coming in from the north, side by side in what looked like a military formation. Beach-ready bareboaters were at the throttles. They inched toward us not like cats at play, but instead like tigers on the prowl. They wanted our stretch of sand. Oh yeah, they wanted it bad.

It could've easily turned into a showdown, but lucky for them, we were getting ready to climb up the swim ladder and cruise onward. And lucky for us, our imminent departure was based solely on the fact that there's so much else still to see and do in the Abacos.

The Bahamas are a 550-mile swath of territory, and the Abacos are its northeastern island group. They're anchored by Great Abaco Island and its main town of Marsh Harbour, where there's an airport with feeder flights from Miami, Nassau and a few other locations. From the marinas at Marsh Harbour, there's easily a week's worth of cays to explore without traveling more than about 15 miles north or south. The beaches are beautiful, the bars are open, and the restaurants are serving basket-loads of conch fritters.

As with most of the Bahamas, the Abacos are atop plateaus that rise up from the ocean floor, making the whole place more like a swimming pool than a bay. Water depths average just 10 to 40 feet. In plenty of spots, the water is too skinny to transit, but everywhere I look, the blues and greens are practically glowing. The place is just plain stunning, which is why so many boaters enjoy island hopping here year-round. It's also why having a serious tender is so important for charter. Bigger yachts with deeper drafts can't get to a lot of places in the Bahamas, but a yacht with a towed tender really opens the location to all kinds of fun.

Our primary ride, the 80-foot *Bama Breeze*, is new to the charter scene here. The Hatteras was built in 1990 and had a nice interior refit not too long ago, which is what tempted her current owner to buy her in early 2011. He added a 31-foot Jupiter to the yacht's 15-foot Zodiac and Sea-Doo, and then enjoyed his mini fleet privately until just a few months ago, when he signed *Bama Breeze* into the charter fleet at Peter Kehoe & Associates. The yacht and her tenders are now available for six-guest bookings all over southeast Florida and the Bahamas, including the popular central Abacos area where I got on board for a long weekend.

I was the first-ever charter guest aboard, and the yacht was still gearing up its program during my visit. Longtime fishing-boat captain Robert Hollingsworth and his wife, Tara, were working part-time as the owner's crew and were still sorting out basics when I arrived. (A third crew member will be aboard for charters.) The Hollingsworths welcomed me as they would an old friend, making good use of the Southern charm of their native Charleston, South Carolina. They regaled me with tasty home-cooked suppers and stories that only a true Southerner knows how to reel out nice and slowly, including a great one about Robert having been captain of the Ocean 56 *Fly Buoy* when her 499.3-pound blue marlin took first prize in The Big Rock Blue Marlin Tournament back home just a week earlier.

After we'd all gotten to know each other a bit, I asked to see if Robert's more than 30 years of Bahamian cruising experience also applied to nonfishing guests. We made Elbow Cay our base and used the Jupiter tender to explore from Baker's Bay up north down to Little Harbor in the south at a well-paced 25 to 30 knots.

Cruising in the Jupiter reminded me just how much fun a person can have with a tender of that caliber in the Abacos. Snorkeling, gunkholing, fishing, bar hopping — all of it is made easy and comfortable for charter guests of all ages.

"The owner wants *Bama Breeze* to be a charter boat for families," Robert told me as we cruised along the white sands of Tahiti





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Clockwise from above, *Bama Breeze*'s tender makes most remote beaches like this one easily accessible. The dinghy dock at Hope Town has a laid-back style. Bronze sculptures such as *My Fish* are for sale at Pete's Pub and Gallery at Little Harbor. Baker's Bay golf course is open. Hope Town's streets are lined with colorful homes.

Beach on Elbow Cay. "The owner has four girls ages 2 to 17, so we are outfitted with all kinds of cribs, child life jackets — all of it."

I was also reminded of how terrific it is to have a high-speed tender in a place like the Abacos, where there's always something interesting going on somewhere if you have a way to get to it. In Little Harbor, we ran into Pete Johnston, who owns Pete's Pub and Gallery on the waterfront. The pub is what you'd expect in the Bahamas — T-shirts lining the ceilings and rum drinks on the menu — but the gallery was a surprising treat, as was my short tour of the foundry where Johnston sculpts in bronze. His pieces are memorable, especially when you see that they're made in an open-air building about five steps from the water.

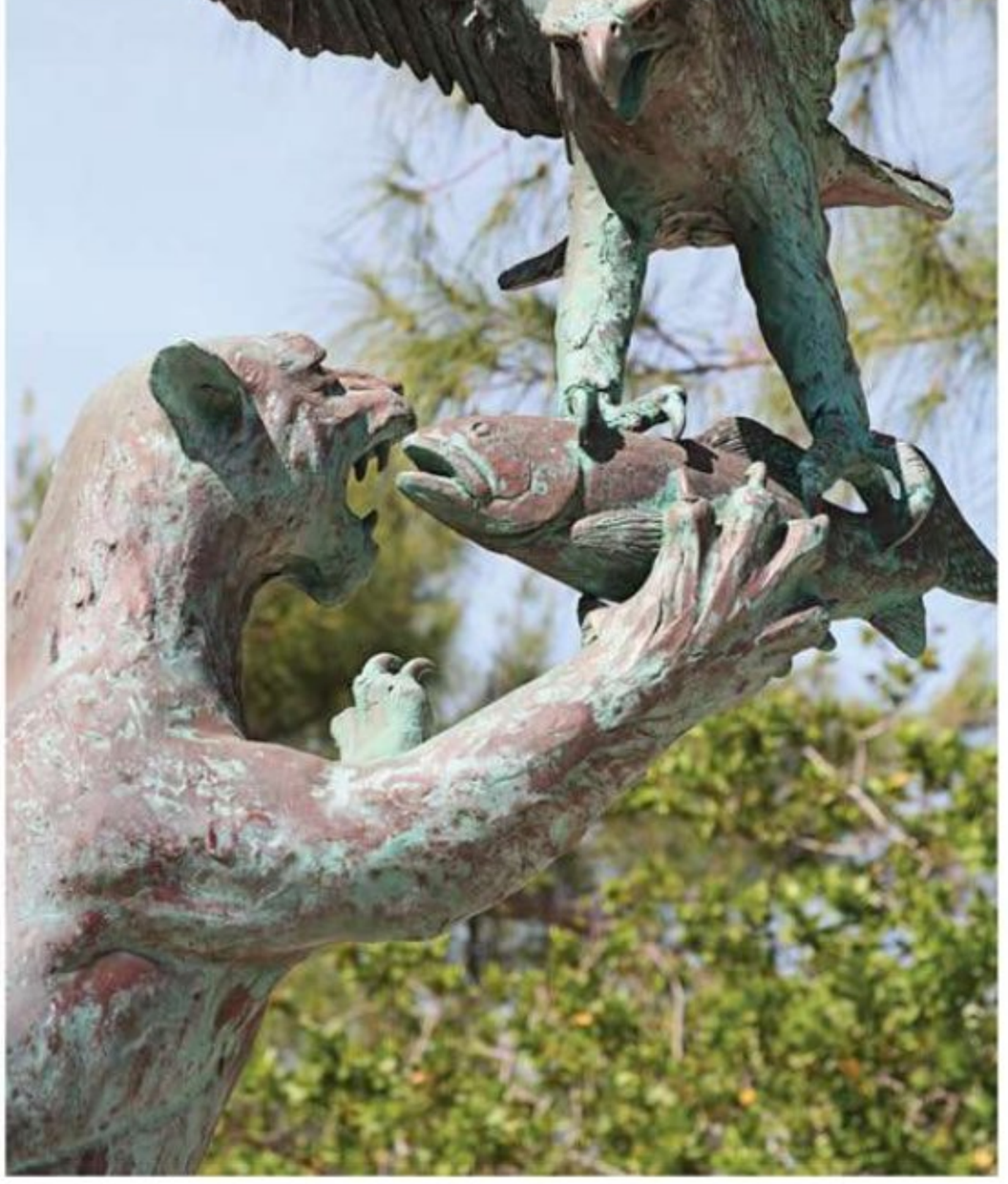
Another nice surprise for me was just outside of Hope Town, where we tied up the Jupiter and sat down for lunch at the family-friendly Firefly Sunset Resort. This restaurant, with villas, is new to the Abacos since my last visit a few years ago. The owners of the Firefly are the same people behind Firefly Sweet Tea Vodka, so the drinks menu is refreshingly creative. We enjoyed conch fritters and fish cakes while a child's birthday party went on in the background, with resort staff creating a makeshift slip-and-slide leading from the pool down to the marina dock near the ocean.

Our tender also took us to some longtime favorite haunts, including Nipper's Beach Bar and Grill, and Grabber's at Sunset, both of which are at Orchid Bay on Great Guana Cay. While within easy walking distance of one another, they offer totally different vibes. Nipper's is colorful and filled with 20-somethings in bikini tops, while Grabber's is more subdued, with older couples enjoying hammocks along the waterfront beach.

All of this on-shore fun is of course the precise opposite of the solitude that we found at Lynyard Cay, as well as a reminder that the Abacos have a lot to offer, whether you want to relax in peace or hang out with the reggae crowd.

Come to think of it, I should go back and thank those three sailing catamarans for bum-rushing us off the beach that morning. If we hadn't hustled our way around the rest of the Abacos during my short visit, imagine all that I would have missed. ❑

Bama Breeze *takes six guests at a weekly base rate of $21,000, which includes use of the Jupiter tender. Contact Peter Kehoe & Associates, 954-767-9880; peterkehoe.com.*



WINTER
CHARTER
SPECIAL

Lazy Z's water slide is a hit with guests. The main salon is also a movie room (opposite).



Play All Day

THE 168-FOOT OCEANCO *LAZY Z* IS A HAVEN FOR WATER SPORTS, MASSAGE AND FUN FOR GUESTS OF ANY AGE.

By Kim Kavin

I am trying to imagine how I might feel if I were a 12-year-old boy. My heart rate would be skyrocketing, somewhere in the vicinity of overtired-sugar-high meets pretty-girl-just-kissed-me.

The view from the swim platform is almost surreal, as if Willy Wonka ditched the chocolate business and went into water sports. I see eight wakeboards for all different skill levels. There are regular water skis, trick skis and slalom skis. Near them are skurf boards (skurfing is a blend of water skiing and surfing using a boogie-board-type device and land-based vehicles to pull the skurfer), wakeskates and wake surfboards. I step up to the afterdeck and see at least 20 inflatable toys blown up and ready to tow me behind an 18-foot Nautica tender. Two giant hamster balls are begging me to climb inside for a roll around the water. I see Yamaha WaveRunners. I spot a windsurfer. There are Sea-Doo underwater scooters, snorkeling gear and enough fishing gear to land Moby-Dick. I crane my neck to try to see the top of the inflatable water slide that is attached to the sun deck. I can't believe I'm going to get to zoom down that thing as often as I want.

That's when I hear laughter coming through the doors from

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the main salon. I step inside and see a video playing on the TV. It shows the yacht's inflatable ski jump and wakeboard rail slide, with kids just a little bit older than I am flying through the air. They scream so loudly from the adrenaline rush that they drown out the engine of the boat that's towing them.

I'm pretty sure that as a 12-year-old boy I'd be speechless at that point, my mouth hanging open and drooling with anticipation. I'd also imagine my parents would be speechless too, with Mom in particular wondering if I could physically survive the week to come.

At that moment, Capt. James Knowles steps over to officially welcome me on board. "We've tried to hurt ourselves, all of the crew, just to be sure the guests will be safe," he says with a reassuring smile. "So far we're all OK."

And thus it would begin, a charter on board the 168-foot Oceanco *Lazy Z*, which aspires to offer guests more water toys than any other yacht. From the moment I stepped aboard, my inner child was roused and ready. The adult in me was also pleased, since the 1997 build somehow looked even better than the previous times she's impressed me. That's because the owner of *Lazy Z* invests in a substantial program of maintenance and upgrades, putting the yacht into the shipyard twice a year and doing more than is necessary when the opportunity arises.

"They are in a constant high-end maintenance mode," says Nina Martinsen, *Lazy Z*'s charter manager at Camper & Nicholsons International. "Instead of doing what many yacht owners do, which is waiting to go into the shipyard once every 10 years and fix things that have been piling up for years, *Lazy Z*'s owner never lets anything go, and he always finds ways to add more. For instance, the yacht just had her 15-year Maritime and Coastguard Agency (MCA) survey in February, and she passed with flying colors. The owner used that shipyard opportunity to add zero-speed stabilizers."



This observation room is part of the yacht's split-level master.

COURTESY OF CAMPER & NICHOLSONS INTERNATIONAL

Knowles is one of two captains on *Lazy Z*. He alternates six weeks on, six weeks off with Capt. Brad Kitcher. A pair of engineers rotate too. The idea is for the crew to be fresh and at the ready, even if *Lazy Z* books back-to-back charters over a long period of time. Martinsen says the yacht gets many charter inquiries from repeat clients, so the rotating staff helps to accommodate them all.

In addition to adding new features and every water toy imaginable, the owner has also evolved *Lazy Z* herself over the years. Knowles, who started out as a day laborer, has seen this yacht change firsthand as he worked his way up to deckhand, mate and now captain since 2008.

"We have watched how the charter guests use the spaces on

"We've tried to hurt ourselves, all of the crew, just to be sure the guests will be safe," he says with a reassuring smile. "So far we're all OK."





This charter yacht features a spacious, contemporary interior that is eye-catching and very well maintained and belies *Lazy Z*'s age.

CHARTER'S HOT NEW TOY: THE INFLATABLE WATER SLIDE

The 168-foot Oceanco *Lazy Z* was the first charter yacht to advertise an inflatable water slide a few years ago. Today, more than a dozen yachts offer this toy as part of their water-sports arsenals.

Among the biggest yachts with slides — thus offering the longest sliding experiences — are the 214-foot Amels *Imagine*, which is part of the fleet at Fraser Yachts Worldwide; the 203-foot Viareggio Superyachts *RoMa*, which is part of the fleet at Camper & Nicholsons International; and the 201-foot Amels *Solemar*, which is marketed for charter by Webster and Associates.

Other charter yachts with water slides include the 161-foot Feadship *Teleost* and the 139-foot Mondo Marine *Kimberly II*, both marketed for charter by Edmiston and Co.; the 144-foot Heesen *At Last* and the 130-foot Westport *Miss Michelle*, both with Churchill Yacht Partners; and the 113-foot Hatteras *Capricorn*, listed with Northrop and Johnson Worldwide Yacht Charters.

Yacht owners interested in purchasing inflatable water slides can contact Brownie's in Fort Lauderdale, Florida (*yachttoys.com*), which sells the Freestyle Cruiser brand that is often seen in charter. Several models are available depending on the size of the yacht, and each is custom-built to suit the yacht's specifications. Typical lead time for orders is 45 to 60 days, and personalization with the yacht's name or logo is also available.

Brownie's also sells the inflatable ski jump and wakeboard rail slide that are fast becoming popular with charter guests aboard the *Lazy Z*.

board and then thought about ways to optimize those spaces," he told me. "The formal dining room, for instance. It used to be used rarely, only if people wanted to eat inside. We have converted that space so it can also be used as a therapy room with a massage bed. Now that room is used every single day. We've even had charters where we add a live-aboard masseuse for the week."

The main salon, which Knowles explained was used only sparingly, now has a projector screen and blackout shades to create a cinema experience. That, plus the 2,500 movies on this vessel's Kaleidescape server, often lure guests in to relax after dinner instead of staying at the table.

A projector added to *Lazy Z*'s sun deck turns that space into an outdoor cinema. So instead of the hot tub being occupied until sunset and then covered until the next afternoon, guests are enjoying it well into the wee hours, watching their favorite films in the open air.

While the majority of the crew are entertaining guests with the water toys and onboard amenities, chef Richard Parnell is creating memorable meals in the galley. Parnell positively wowed industry-leading charter brokers with a luncheon in Europe this past spring, bringing to bear everything he has learned working for chef Gordon Ramsey, at Michelin-rated restaurants in London and New York, at the Huka Lodge in New Zealand and, most recently, as the personal head chef to the royal family of Jordan.

"The queen of Jordan is a raw-food vegan, and so is our boss," Knowles told me. "A lot of chefs can't do that, but Rich is amazing at it — and at everything else."

Lazy Z can accommodate either 10 or 12 guests for charter, depending on how they want to use the yacht. She has six staterooms for 12 guests, or the smallest of those cabins can be given to a supernumerary, such as a live-aboard masseuse. If that is what the guests want, Knowles says, then the total complement of guests is reduced to 10.

"That usually only happens in the Caribbean," he adds. "In the Mediterranean, we can stay close to shore and the masseuse can come on and off the boat each day by tender. In the Caribbean, it's easier to have a live-aboard masseuse because you're cruising from island to island."

And you're busy playing with all of those water toys. Certainly, a massage is going to be in order if you're learning to wakeskate or skurf for the first time, which is exactly what the crew aboard *Lazy Z* hopes guests of all ages will do.

"This crew, if they don't have a charter, they're miserable," Martinsen says. "The whole crew is high energy. They love the water. They get in the water with the guests and encourage all kinds of fun. If the charterers have a good time, they have a good time. That's what this boat is all about." ❑

Lazy Z *takes 12 guests at a lowest weekly base rate of $239,000. Contact Camper & Nicholsons International, 954-524-4250; camperandnicholsons.com.*

WINTER CHARTER SPECIAL

Slicing the Vacation Pie



SOME CREWED CHARTER YACHTS LEND THEMSELVES TO COUPLES OR FAMILIES WHO WANT TO CRUISE TOGETHER AND SPLIT THE BILL.

By Kim Kavin

One of the best-kept secrets in luxury yacht charter is that it's possible for couples or families to split the bill. While most charters are booked by a principal client who pays the full rate and brings guests, more charters these days are being reserved by couples or families who hire the boat together and then share the cost.

"We've always seen clients doing that, but it's more out in the open these past few years since the start of the recession," says Diana Mares-Brody, a longtime charter broker in the Palm Beach, Florida, office of Camper & Nicholsons International. The biggest challenge with splitting the bill for a charter yacht is finding one with staterooms of nearly equal size. The majority of yachts available for charter have a large master suite and then some smaller cabins, which can seem unfair if everyone is paying the same amount.

"If I know that the clients are going to be sharing the cost of the charter, then I try to offer them boats that have similar-size cabins," says Maggie Vale, a charter broker with Churchill Yacht Partners in Newport, Rhode Island. "Maybe a quarter of the boats in the charter fleet are like this, whether you want fairly equal cabins with double beds or, if it's families, two larger cabins for the adults and two smaller cabins for the kids."

Examples of charter yachts that offer four or five cabins with king-size beds for groups of adult couples include the 122-foot Flagship *Shogun* (with Northrop & Johnson), the 130-foot Christensen *Sweet Escape* (with Churchill Yacht Partners), the 130-foot Westport *Mary Alice II* (with C U Yacht Charters) and the 144-foot Palmer Johnson *Four Wishes* (with Fraser Yachts Worldwide).

For families with kids who need a couple of larger cabins plus a couple of smaller ones, some popular options include the 68-foot Maiora *Wil Power* (with Paradise Yacht Charters), the 86-foot Sunseeker *Firecracker* (with Ocean Independence), the 123-foot Heesen *Calaf* (with Edmiston & Co.) and the 145-foot Pendennis *Hemisphere* (with Burgess Yachts).

Of course, a group chartering together can book any yacht, no matter the cabin configuration. Vale has had clients draw straws aboard yachts with a monstrous master suite. Charter broker

DAVID POLLARD

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Since 2008, shared-expense charters have increased in popularity.

charter client has to have his name on the contract with the yacht's owner. After that is decided, along with who occupies which cabins, then the trip's finances can be handled in a couple of ways.

Vale says the best way to split the bill is for the principal client to advance the full amount and then get reimbursed by the other guests. Wray has organized charters this way too, as well as charters in which each client submits payments to the booking broker individually.

Problems sometimes arise with the latter method, she says.

"It can be difficult with five couples, which means five

"If I know that the clients are going to be sharing the cost of the charter, then I offer them boats that have similar-size cabins. Maybe a quarter of the boats in the charter fleet are like this."

—MAGGIE VALE, CHARTER BROKER, CHURCHILL YACHT PARTNERS

Katie Wray at Worth Avenue Yachts in Palm Beach, Florida, sometimes helps groups adjust their contributions depending on the cabin sizes, or she works with the crew to help the guests change cabins once during the week so that more than one couple can experience the master.

"Some couples actually tell me that they prefer the cabins with the twin beds because they say they get a better night's sleep," Wray says.

Regardless of how many people book a yacht, one principal incoming wire transfers," Wray explains. "A single couple being late with their final payment could jeopardize the entire booking. ... Some owners are sticklers on those final-payment dates — and the entire group would lose all of their previous deposits because that last couple was late."

Perhaps the best option with some groups is to have one client be responsible for collecting the money and then receive the master cabin as thanks for the extra effort. That way, both issues are resolved before the charter even begins. ❑

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Computing Positions We explore the booms and busts of navigating via chart plotters or PCs. By David Schmidt

Thanks to blindingly fast evolutions in processing chips, advanced satellite communications systems and NMEA 2000 (N2K) data backbones, contemporary navigators can instantly access a mind-boggling amount of information. But with this comes a conundrum — how best to utilize the data. Two distinct schools have emerged — dedicated marinized chart plotters/multifunction displays (MFDs) and PC-based navigation programs. Where are these technologies now, and where are they headed?

PCs

PC-based navigation software arrived in the early 1990s, offering boaters the ability to navigate on a familiar platform. While early programs were awkward, this improved with hardware and software evolutions. Today, the PC-navigation experience is intuitive. "We're careful to follow Microsoft's [operating-system] guidelines," said Jeff Hummel, director of sales and marketing at Rose Point Navigation Systems (*rosepointnav.com*). "Our products look like a modern Windows app."

Capt. Rich Wittig, a serious offshore cruiser who owns more than 6,000 digital charts, told me that having immediate access to information and charts is the biggest advantage of PC-based navigation. "With a PC you can download all U.S. charts — they're not copyrighted," Wittig said. "I maybe download 300 charts per month. … Also, you don't have to keep paying for the updates." Hummel agreed: "Why do people buy PC-based navigation systems? Charts. [Plus,] plotters can't provide the same graphics as PCs." High-end chart plotters feature large touchscreens with multiple windows, but readability and scale struggle when compared with PCs, which excel at discretely displaying critical data without occupying huge swaths of the screen.

"The biggest advantage [of navigating with a PC] is user interface and the higher threshold of information that's not normally available with a plotter," Hummel said. Also, different software excels at different tasks. For example, many experienced navigators use Expedition (*tasmanbaynav.co.nz*) for viewing weather en route, whereas Adrena Tactique (*adrena.fr*) excels at factoring in sea state and wind-wave crossing angles. Deckman (*bandg.com*) is great for reckoning the "costs" of different routing decisions, and Rose Point was written for serious cruisers. Maptech's Chart Navigator (*maptech.com*) and Garmin's HomePort (*garmin.com*) were designed to play nicely with each company's proprietary chart kits; Raymarine's RayTech RNS 6.2 (*raymarine.com*) works especially well with its SeaTalk system; and many professional mariners rely on The Capn (*thecapn.com*). These programs take direct advantage of a PC's integrated-communication abilities, which allow you to download GRIB files and weather models from a variety of sources via cellular or satcom systems. Moreover, these programs enable you to easily tinker with your routing options — including tides and currents — days in advance, typically using both raster and vector charts. This depth of analysis makes PCs the clear choice for minimizing passage times. Best yet, one computer can be loaded with a smorgasbord of software, adding serious versatility to one box.

Given the ubiquity of Windows-based operating systems (OS) and their thundering market share (especially pre-iPod), the majority of PC-based nav software was designed for Windows architecture. This is changing, however, with the advent of Mac-friendly nav programs, such as MacENC (*macenc.com*), GPSNavX (*gpsnavx.com*), iNavX (*inavx.com*), Garmin's Mac-specific HomePort and MacGPSPro (*macgpspro.com*), albeit with possible connectivity/compatibility issues with other onboard hardware and software. For heavier-duty navigation, Mac users can run a Windows-simulation program called

Furuno's popular NavNet system displays the nautical chart along with satellite imagery of the same area.

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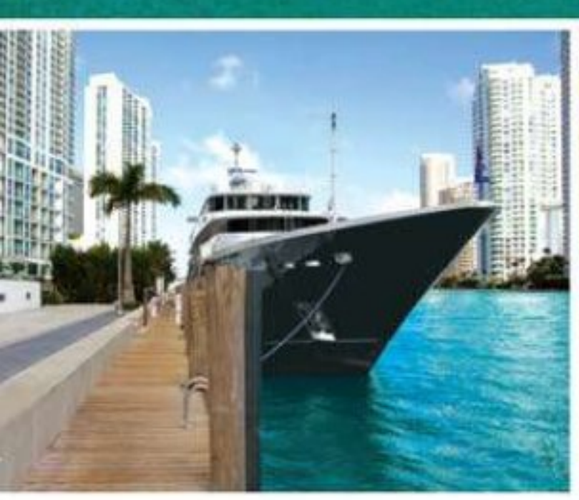
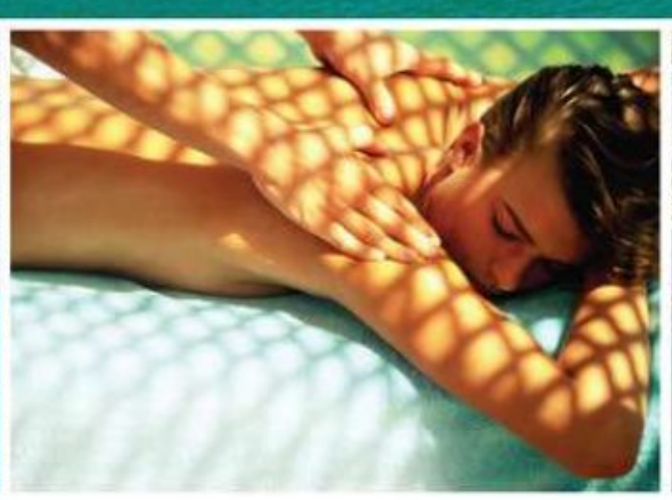
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Parallels, which is available on iTunes, rendering their silver machine a black box.

If computer-based navigation sounds enchanting, you're correct, but it comes with inherent downsides. "No piece of electronics equipment on a boat shouldn't be waterproof," said Capt. Henry Marx, the owner of Landfall Navigation (*landfallnavigation.com*) and a Safety at Sea seminar instructor. "For example, if you go below deck with wet foulies and lean over the nav station, you'll leak onto the PC."

Others agree that PCs suffer from a lack of environmental robustness and are prone to logging frequent-flier miles in rough seas. "PCs are cheaper but they're more vulnerable than plotters," said Capt. Rip Knot, who suggests navigating on a tucked-away PC that's connected to two or more marinized video monitors, such as those made by Nauticomp (*nauticomp.com*) or Big Bay (*bigbaytech.com*). Ideally, Knot said, this machine will be reserved for navigation — not social networking — to reduce virus susceptibility. Knot and Hummel also recommended carrying a backup PC that's a mirrored copy of your primary machine. "If I were going offshore, I'd carry a spare laptop in a Pelican case (*pelican.com*) or in a metal case to protect it against lightning strikes," Hummel advised.

CHART PLOTTERS

On the flip side of the navigation coin are chart plotters, namely proprietary stand-alone units that pull data from the N2K (or NMEA 0187) backbone, or from networked instruments. This means waterproof (or highly water-resistant) construction, permanent mountability and either restricted or zero Internet connectivity, thus eliminating the threat of viruses. "A plotter is dedicated, and in many ways it's more robust and reliable than a PC," said Eric Kunz, senior product manager at Furuno USA (*furunousa.com*). "This is important in rough weather. PCs are one second away from being paperweights." Because of this, marine-specific plotters, such as those made by Raymarine, Navico (*navico.com*) and Furuno offer a distinct advantage over water-sensitive PCs.

Kunz said that the longstanding marine-industry trend has been to utilize PC technology but to package it in a marine-specific case. "We're a cottage industry," Kunz said. "We're taking this technology and spinning it into our own projects." For example, Furuno's newest high-end chart-plotter system — the TZtouch — is basically a computer, but one that's both waterproof and single-minded. "On a PC you can have competing programs fighting for memory," Kunz said. "The file structure is more manual, and you have to make sure that you don't have too many programs running. Plotters eliminate this." Furuno's cutting-edge TZtouch bundles limited Internet connectivity, which delivers an efficient method for pushing out software and firmware updates, or for verifying and unlocking chart kits. But limited connectivity is key, because Furuno wants to eliminate virus exposure.

Along with reduced graphics and limited analytical abilities, an obvious drawback of chart-plotter navigation is the accessibility and availability of charts. "Chart plotters are proprietary," Knot said. "They can't use all the free U.S. government charts." Because of this, Wittig advised, serious boaters must carry a menu of paid-for chart kits.

THE FUTURE

According to all sources, the differences between chart plotters and PCs are blurring, especially as now-generation plotters are coming equipped with processer chips and graphics cards that rival lower-end PCs. Couple these advances with environmental robustness and readability in direct sunlight (another pitfall of current laptops, smartphones and nonmarinized tablets) and it's hard to argue against marine-specific hardware ... except when you consider a PC's versatility, integrated communications and user interface.

We should be thankful that choosing between a PC or a dedicated chart plotter isn't binary. For example, aboard my dad's J/44, a strapped-down laptop stowed in a drawer provides the navigating brawn, but it's backed up by a mirrored laptop (stowed in a waterproof case), a chart plotter, a helm-mounted GPS repeater plus multiple handheld GPS units, paper charts and — in case the entire electrical system hitchhikes to Hades — a sextant.

In the end, the wisdom of not-so-ancient navigators holds: Solid backup systems and the user's level of knowledge must be on par with the instrumentation. "The foundation is a paper chart, parallel rulers and a position fix," Marx said. "You're in charge, not the electronics." ❑

Rose Point Navigation's PC-based systems let you display engine data, charts and CC video.



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Shine On Keeping your boat's good looks is as easy as "wax on, wax off."

By Vincent Daniello

If you want to keep your boat looking like new for many years, remember this: An ounce of prevention is worth a pound of cure.

"Wax your boat … religiously, before it starts to lose its shine," says Colleen Clair, owner of Squeaky Clean Mobile Yacht Care in Stuart, Florida (*squeakycleanmarine.com*). Waiting to wax is like applying sunscreen *after* a sunburn — the surface is already damaged by ultraviolet rays. Wax also protects fiberglass and metal from salt.

Gelcoat that's in good condition needs only cleaner wax to remove minor stains and light oxidation. Once the surface has dulled, however, rubbing compound removes damaged gelcoat, and then wax restores the shine. But twice around the boat, once with rubbing compound and again with wax, requires the same effort and money as waxing the boat twice as often. "Once you've hired someone to compound and wax the boat," Clair advises, "put a fresh coat of wax on it every three months."

Experienced detailers might use a half-dozen products to wax one boat because different parts of a boat have different demands. Toe rails, the front of the house on sport-fishing boats, and the front of the bridge on motoryachts all get more sun. "We use whatever the gelcoat responds to," Clair says, choosing products from 3M, Meguiar's, Horizon and other companies.

A few passes with a silicone squeegee after washing the boat will prevent you from having to remove stubborn hard-water spots from the windows later.

Wet sanding removes long-neglected top layers of gelcoat, and polishing restores the shine. Swirl marks left by high-speed buffers can also be removed, but not all damage can be repaired. "Once you can see the pores in the gelcoat, not even wet sanding will restore it," Clair explains. "Once [aluminum] pits, we can make [it] look better, but those pits will always be there."

Painted boats are a bit different. "Dirt tends to not stick to paint," Clair says, "but if you wax to protect the paint, the wax collects dirt." As with gelcoat, painted toe rails and cabin fronts need the most protection. Hand-waxing or slow-speed orbital buffers work best.

Wax can't protect everything. Salt works on antennas, canvas tops and even the name of the boat on the transom. Even if the boat hasn't been used, it still needs washing. "Whenever the wind blows from the ocean," Clair says, "boats are coated with salt." She uses wash-and-wax products rather than detergents, such as Dawn or Orpine Boat Soap, which remove wax.

Boats moored downwind of airports are particularly prone to black streaks. Most black-streak removers also strip wax. For about the same effort, cleaner wax eliminates the streaks and leaves a shine. On problem boats, Clair often uses RejeX polymer coating. "Fish guts, diesel soot, black streaks, nothing sticks to it," she says. "It doesn't have any cleaning properties. You have to get the dirt and oxidation out with compound or cleaner wax before you apply it." Boats moored near bridges or highways are typically coated in fine grit. "Rinse the boat very well before washing it," Clair warns, to avoid scratching gelcoat, varnish and clear enclosures.

Whether to dry the boat after washing is personal preference, with one exception. Hard-water spots come off gelcoat, metal and varnish, but they're difficult to remove from windows. Dockside water softeners mitigate these spots, but a quick pass over windows with a soft silicone squeegee or chamois prevents spots.

Varnish, on the other hand, shouldn't be dried with a chamois often. "Every time you rub it, you're dulling the surface a bit," says Kelly Henning of Sterling Varnish, specializing in sport-fisherman brightwork in Jupiter, Florida.

Henning suggests two or three fresh coats of varnish every six months. A clear coat like Awlbrite atop the varnish extends that to a year. "Even if the clear coat still looks good, the varnish breaks down beneath it," Henning says. "The varnish protects the wood against the sun. The harder clear coat protects the varnish from nicks, scratches and chafe."

With or without a clear coat, varnish requires



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If gelcoat oxidizes badly, rubbing compound and a buffing wheel will remove the "dull."

CLEAR CHOICES

Use the right stuff for the job.

Clear enclosure panels often reveal a boat's age, becoming hazy or yellowed from scratches or improper cleaning. "Never use household window cleaner, Rain-X or anything with alcohol on any clear enclosure," warns Mike Erickson, CEO of Canvas Designers in Riviera Beach, Florida (*canvasdesigners.com*). "Rinse well to remove grit and salt, and then use mild soap. Dry curtains with a silicone squeegee or a clean chamois."

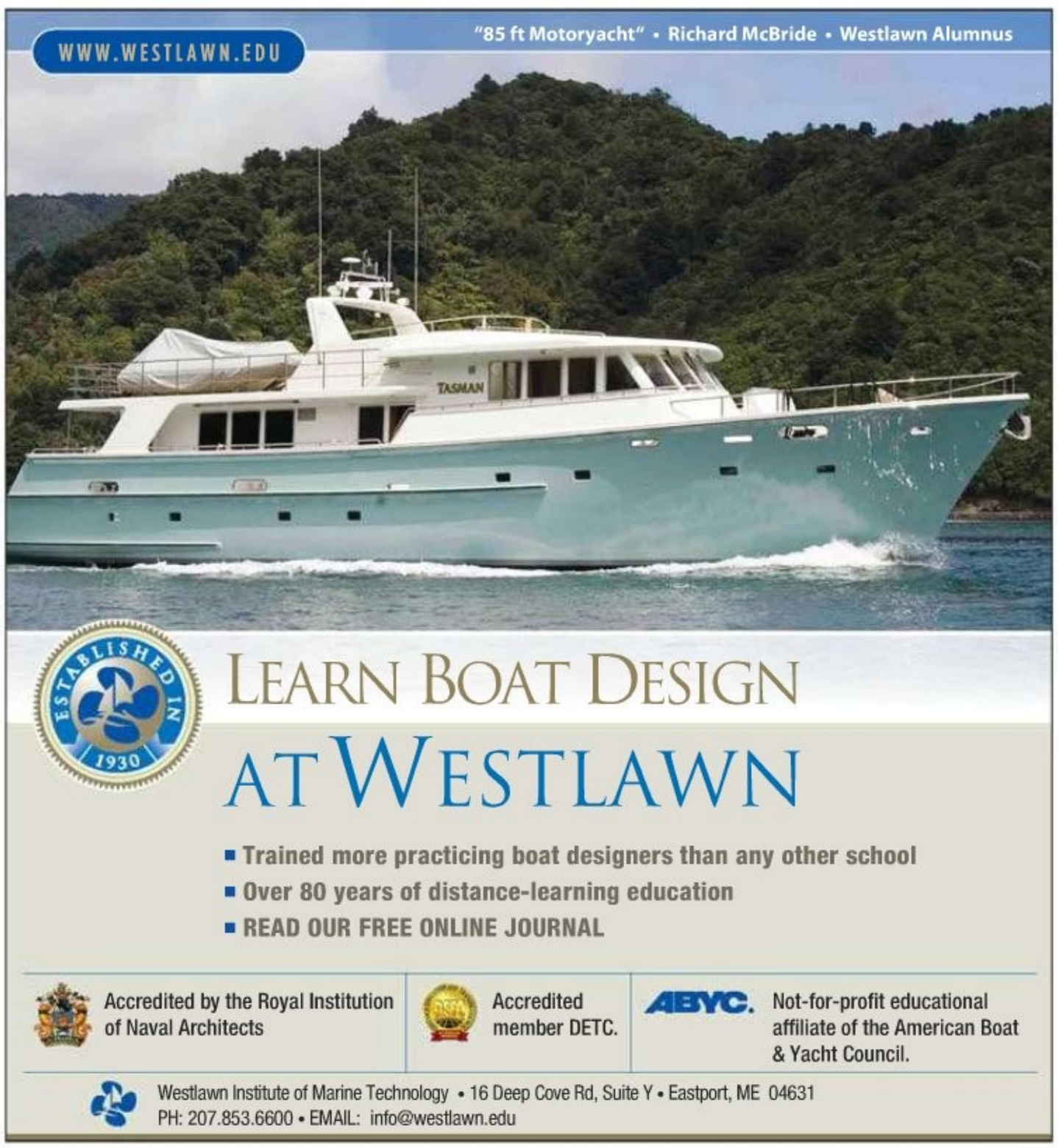
Many enclosures are clear vinyl that can be cleaned with Plexus, Klear-to-Sea or even Pledge furniture polish. Light scratches can be buffed out and curtains waxed. However, Strataglass vinyl has a scratch-resistant coating that can be damaged by cleaning products — even Plexus or Pledge. Manufacturer iMAR warns against using anything other than its proprietary cleaning and polishing products.

"We can buff scratches out of acrylic EZ2CY," Erickson says of another type enclosure. Some other semirigid clear panels are polycarbonate with a scratch-resistant coating that can't be repaired. When in doubt, check with the manufacturer first.

prompt touch-ups of nicks, scratches or cracks. "Protect the wood from water and sun as soon as possible," Henning says. "Sand it if you can, and use a Q-tip or an artist's brush to get two or three coats on it." Waiting turns teak gray, and repairs are noticeably darker than surrounding wood. "Mahogany eventually turns black," Henning warns. "Once it does you have to replace that wood."

Oiled teak requires a few coats of oil every two to three weeks. Natural teak decks retain their light blond color with only a quick scrub, using soapy water and sudsy ammonia every month or two — always moving a soft brush diagonally across the grain. Fixing neglect requires harsh cleaners that remove soft wood and raise the grain. "Sanding teak decks is a big job, and you can only do it so many times before having to replace the teak," Clair warns.

She adds that the key to keeping a boat looking like new is to always do a little extra at each washing time. ❑



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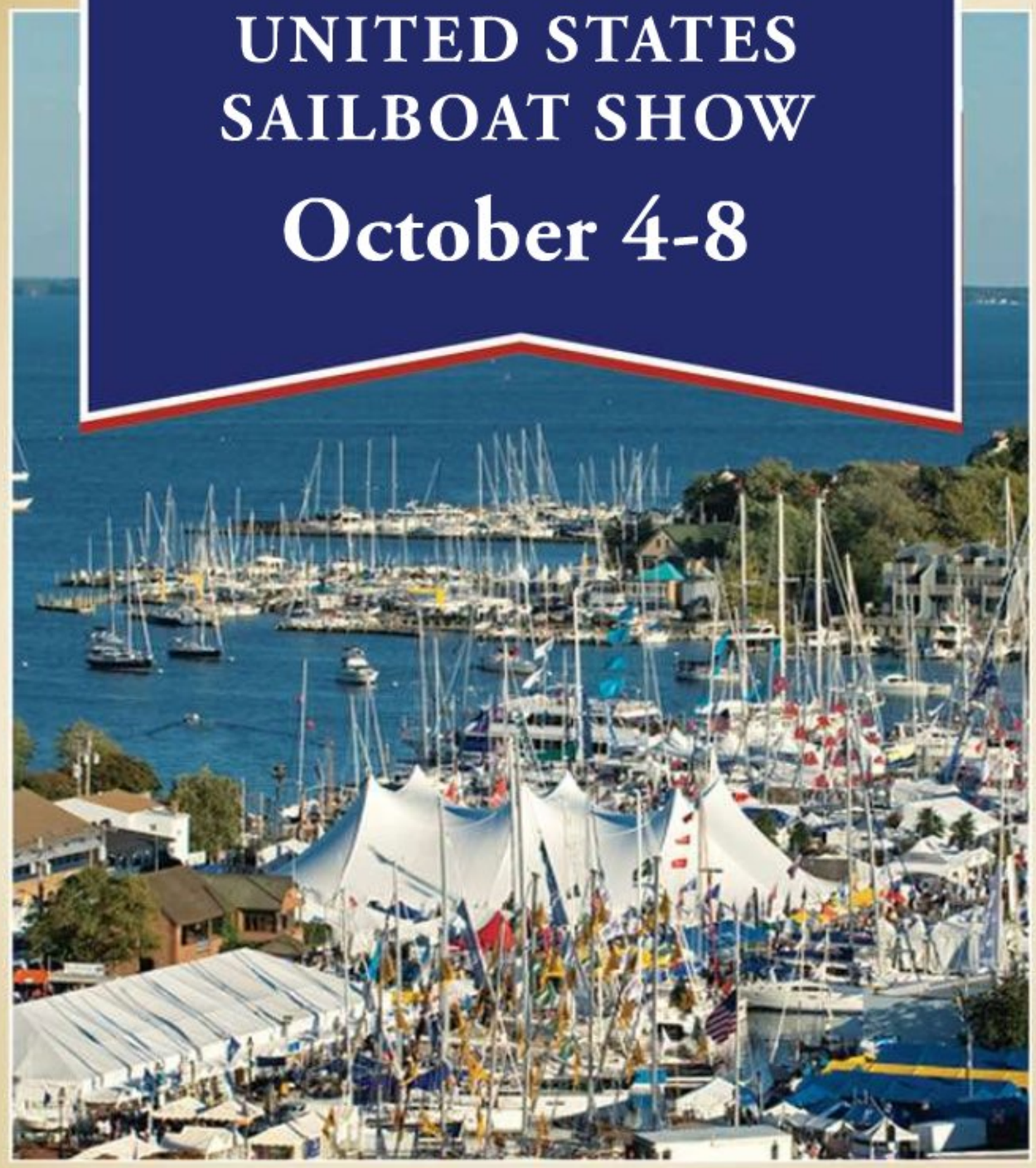
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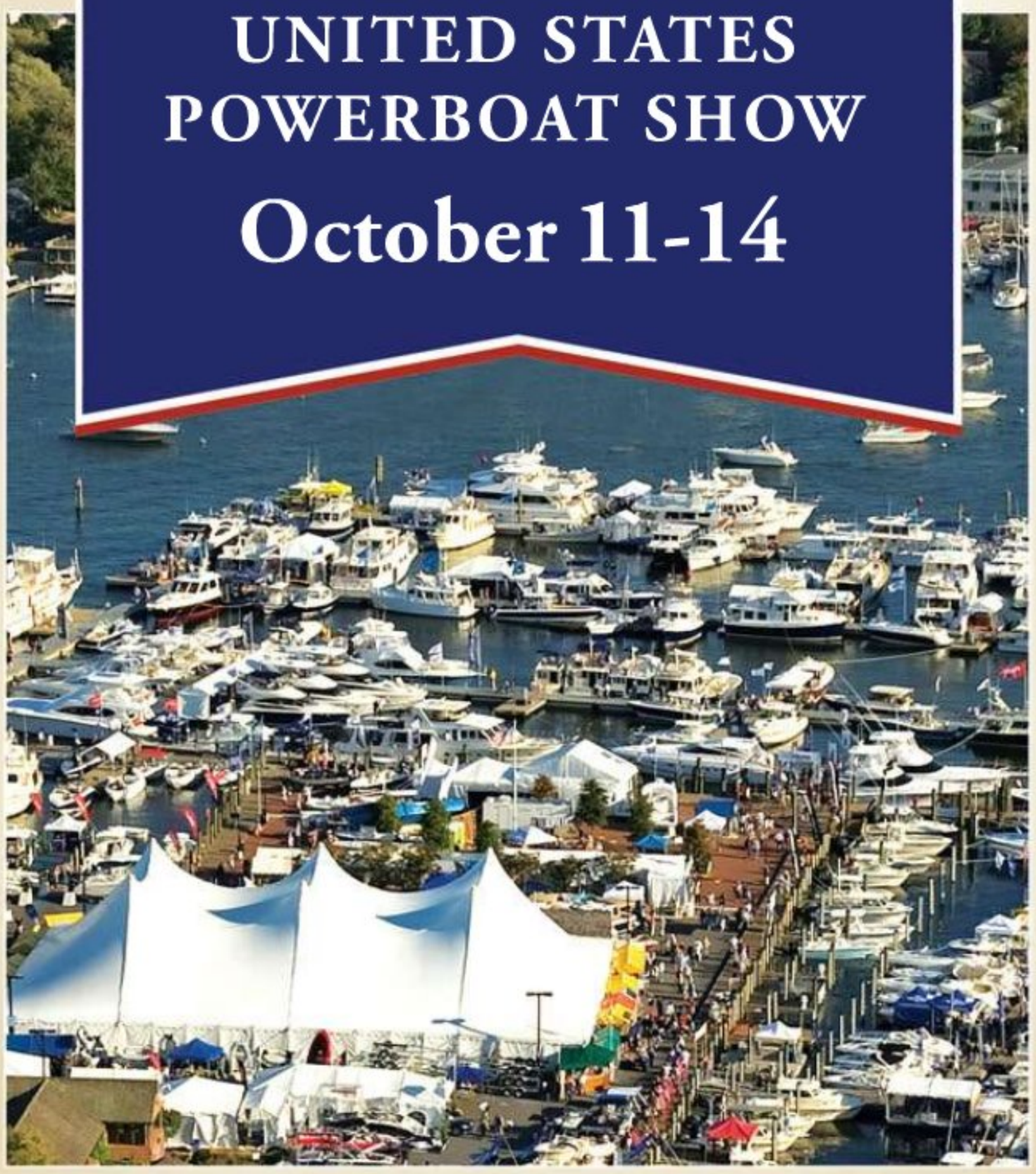
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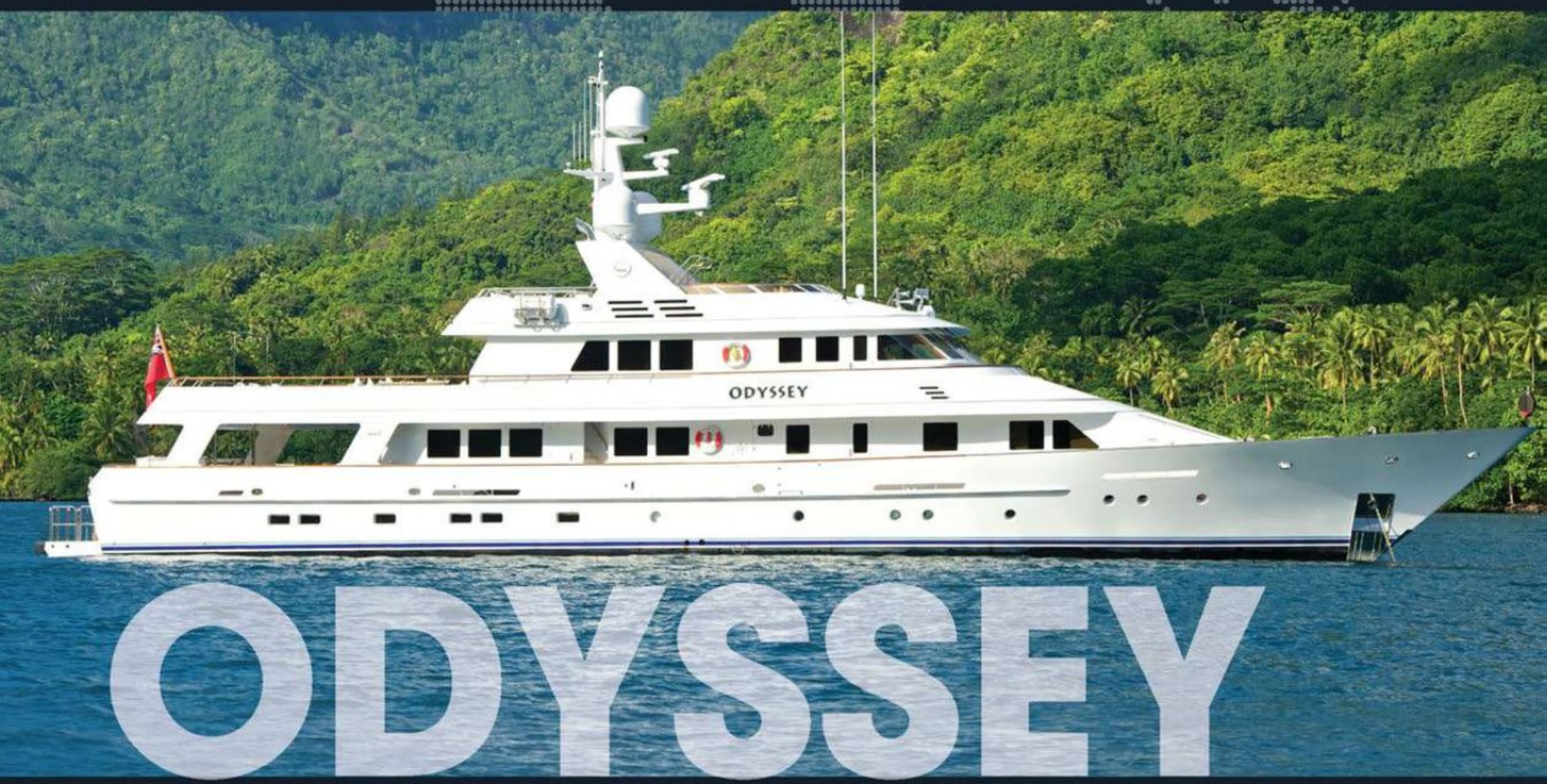
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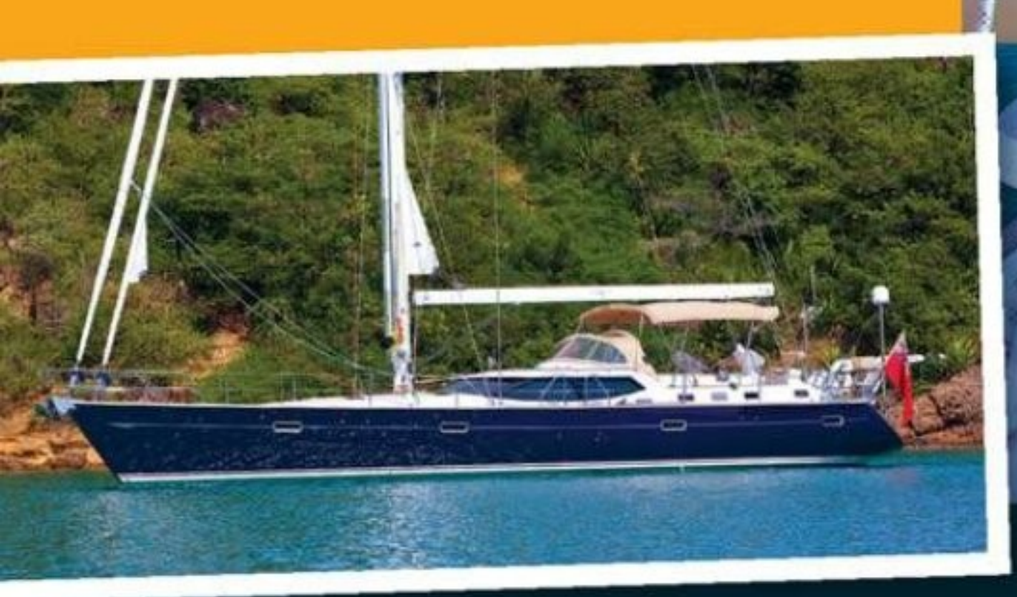
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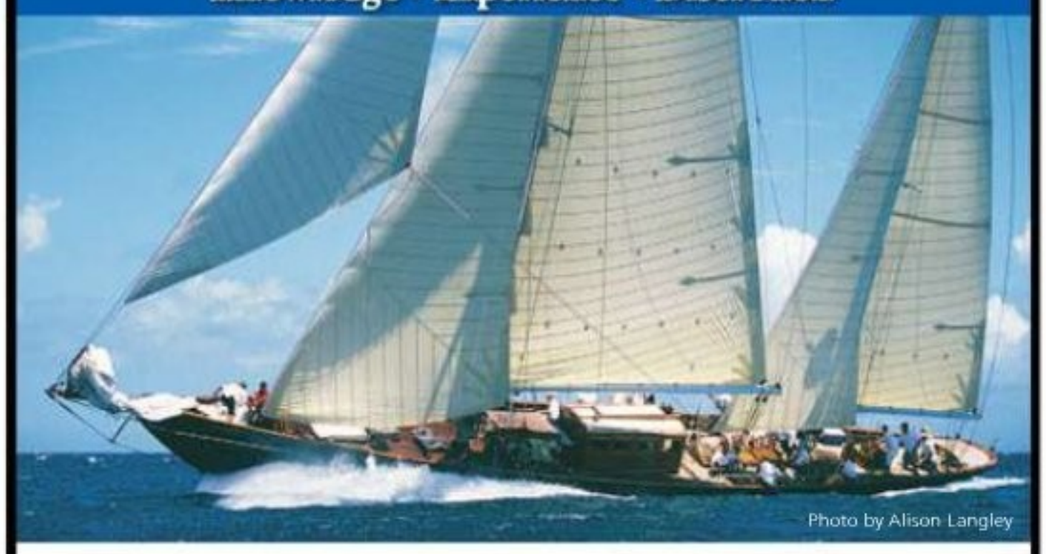


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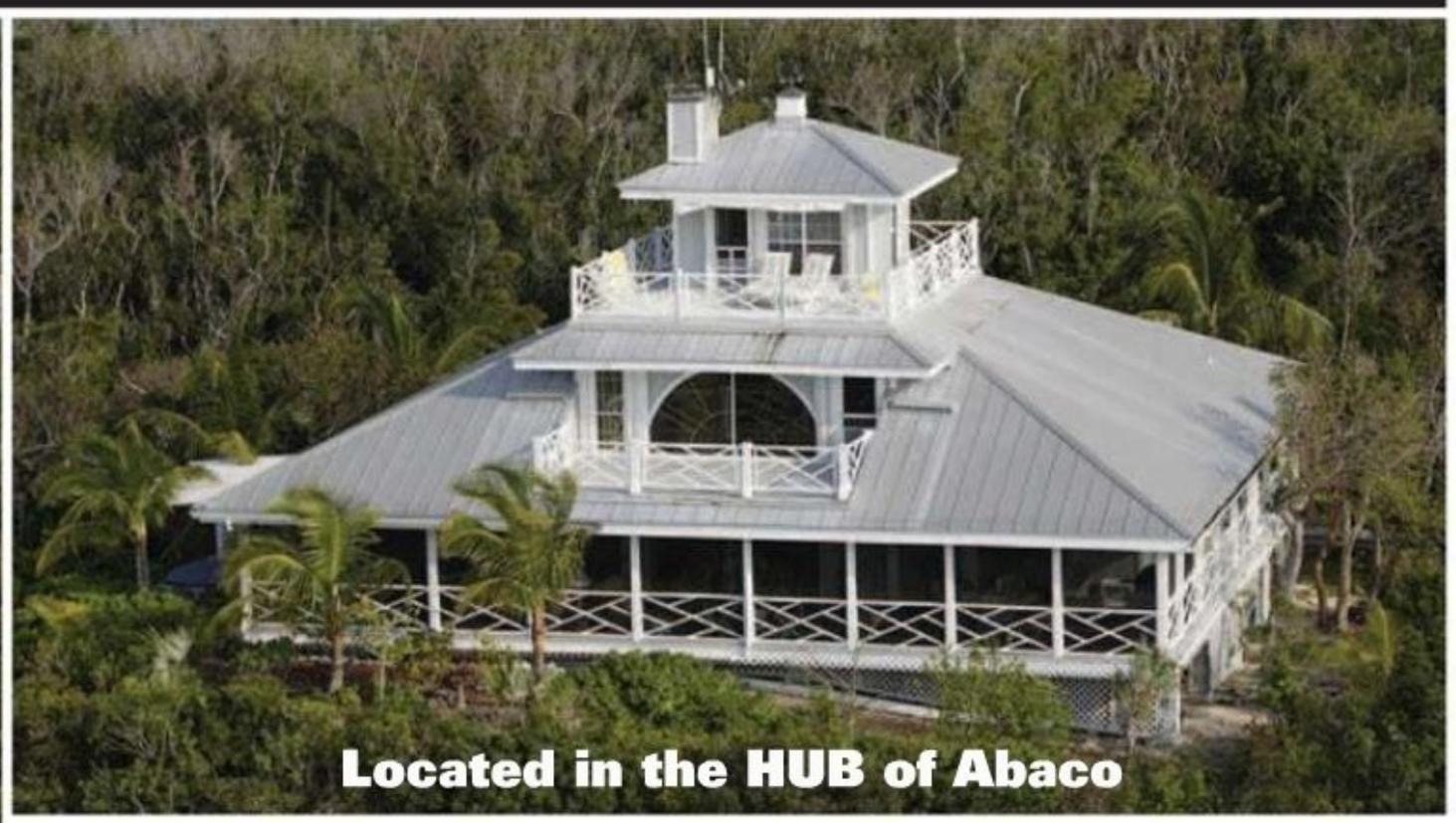
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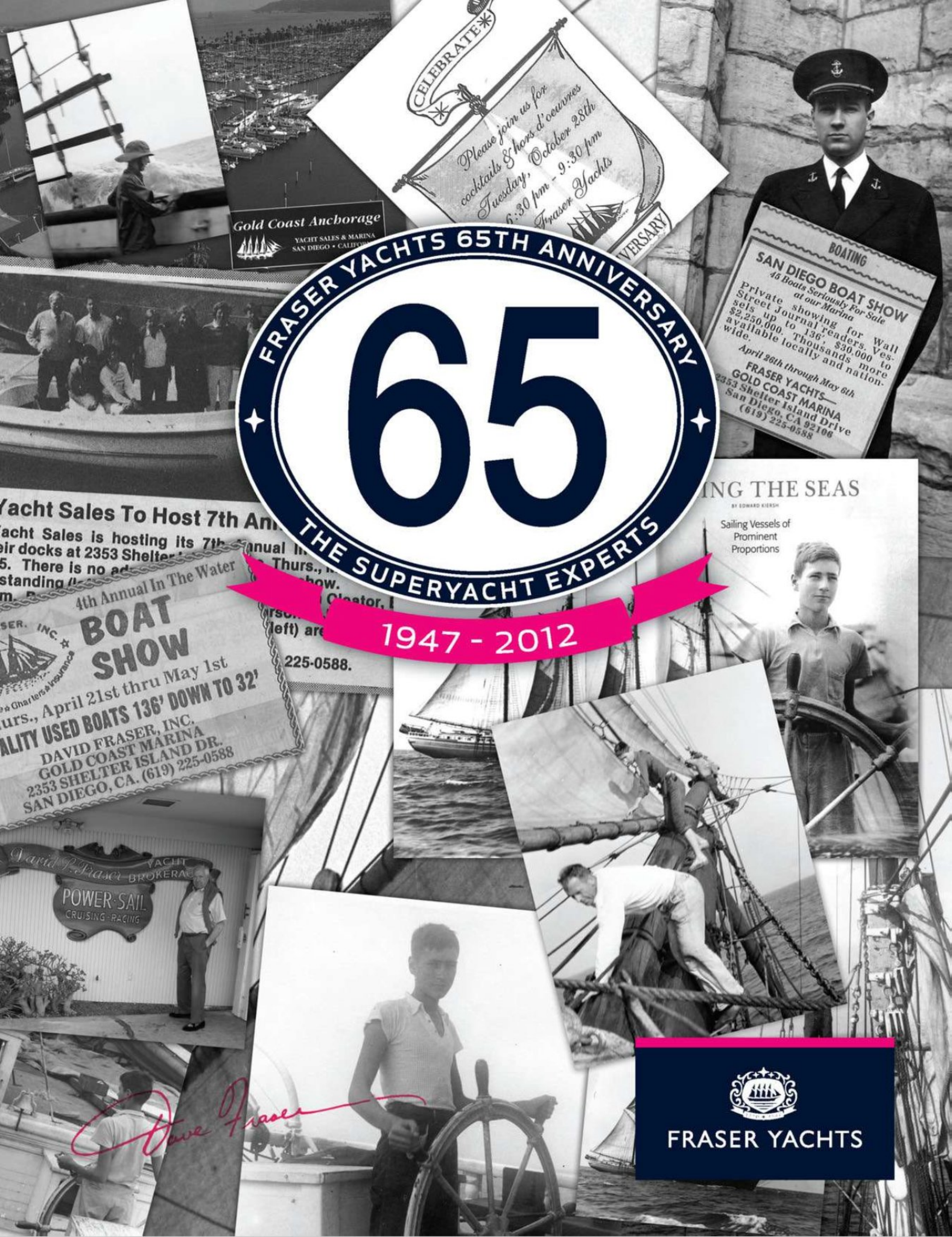
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KAI | 36m (120') | Benetti | 2008/2012 | 13,400,000 USD
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MIGRATION | 26m (86') | Hatteras | 2003 | 3,600,000 USD
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CONSTELLATION | 40m (131') | Westport | 2007 | 11,900,000 USD
Mahogany raised panel interior. Exercise room with Sauna. Master cabin offers a study/ lounge.
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ELLE | 46m (150') | Tacoma Puglia | 1993/2008
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PRICE REDUCTION



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Large, spacious luxurious cockpit M/Y. Completely upgraded by knowledgeable owner. 3 gorgeous staterooms, owners with his & her heads, crew quarters forward for 5/6. Very large flybridge walk-around decks & comfortable large aft deck with ac & heat. Richly appointed teak interior and décor. Contact Jim McKee, Central Agent.



88' FERRETTI FLYBRIDGE MOTORYACHT 2005

Gorgeous four stateroom plus crew motoryacht with speeds up to 30 knots. Jet ski garage aft turns into a "teak beach". Very low hours, Mitsubishi ARG "at rest" stabilizer system, stored undercover. Shows beautifully. Price reduced by $1 million. Call Jeff Stanley, Central Agent.



82' HORIZON SKYLOUNGE MOTORYACHT 2005

Highly customized yacht with cherrywood & maple burl interior, unique open salon layout fitted with fine fabrics & granite. 3 ensuite staterooms + 2 separate crew cabins aft. Extensive electronics, A/V, Satellite & camera systems. The space and equipment list of most 100' boats! Now Asking $2,195,000. Call Joe Majcherek, Central Agent.



76' LAZZARA GSSL 1999

Refit top to bottom this yacht has new generators, appliances, soft goods, Navy/blue hull and mask paint, 4' teak swim platform, teak aft decks, etc. etc. Most striking 76 Lazzara afloat. Highly motivated Seller retiring from boating. Contact Jeff Stanley, Central Agent.



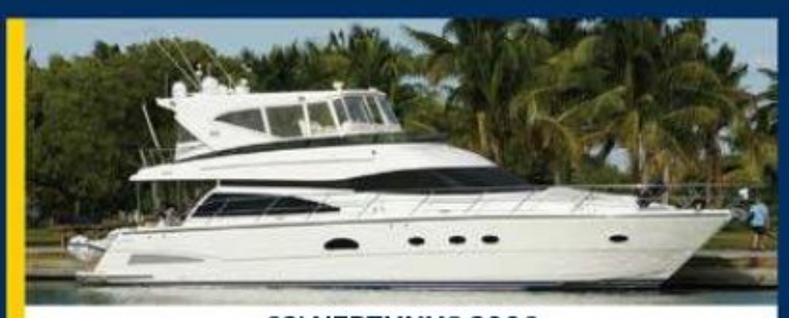
66' GRAND ALASKAN FLUSH DECK 2005

Built for extended cruising walk around decks, bridge w/hardtop, enclosure & sky bar, on-deck Day Head, open galley up, 4 staterooms. Unique. $1,395,000. Call Wayne Cannava, Central Agent.



63' AMERICAN CUSTOM YACHT 1995

This pedigree Stuart-built custom boat was built to travel. Fantastic rough sea capability, very low hours since engine overhauls, twin gens, 2000 gal. fuel, easy 30 kt cruising. Now asking $995,000. Joe Majcherek, Central Agent.



62' NEPTUNUS 2006

Unique wrap-around galley with island seating. Custom bar seating on flybridge, aft door into lazzarette. Hydraulic platform, RIB tender, C-18 CATs 750 hrs, extended warranties. Contact Jeff Stanley, Central Agent.



56' NEPTUNUS FB MOTORYACHT 2003

900 hrs. on 800hp CATs. Very clean & updated 3-SR M/Y. New Boston Whaler tender on hydraulic swim platform, custom cockpit refrigerator, fresh electronics, new A/C system. Now asking $579k. Joe Majcherek, C.A.



61' BLACKWELL BOATWORKS 2002

Twin 1000 hp MAN's. Three cabin, two head layout with master forward, updated granite and soft goods. KVH TV and satellite phone. Priced at $579k by serious seller. Contact Jeff Stanley, Central Agent.



50' HATTERAS 1999

Convertible w/3 stateroom, 3 head (including one ensuite head in master) layout with galley up. 1150 hp MTU's, 30 knot cruising capability. Pipewelders half tower w/3-sided enclosure. Contact Central Agent, Jim McKee.



52' HATTERAS COCKPIT MY 1999

CAT engines, 3 Staterooms 3 head layout. Extremely large A/C aft deck & flybridge. Bow thruster & stabilizers. Everything recently upgraded & immaculate. Contact Jim McKee, Central Agent.



40' CRUISERS MOTOR YACHT 2003

Roomy two stateroom, two head layout. Economical Yanmar 370 hp provides 19 knot cruise. Low hours, updated electronics, 7' headroom, Aft deck with enclosure. Contact Wayne Cannava, Central Agent.



35' CABO CONVERTIBLE 2005

Original owner boat, CAT diesels and Pipewelders hardtop. Teak & Holly sole accents a spotless interior with 2 staterooms. Excellent cockpit. Asking $314,000. Ask for Joe Majcherek, Central Agent.

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3 Stateroom layout with spacious aft deck, electric hard top, hydraulic platform and garage. In stock. Contact Office 954-921-1500.

63 MANHATTAN 2012



Twin Volvos w/IPS drives, Galley up, navy canvas package, upgraded gens, hydraulic gangway, spacious crew quarters. White Hull. Call Office 954-921-1500.

30M SUNSEEKER YACHT 2009



Owner motivated for quick sale. Asking 5,000,000 Euro. Bring Offers. Call Mark Meyer 39-346-9590673 or Joe Marino 954-328-2059.

94 SUNSEEKER YACHT 2003



4 SR + crew. Jacuzzi, SAT TV, phone. New teak decks & new int. décor. Capt. Maintained. Contact Joe Marino 954-328-2059.

82 SUNSEEKER PREDATOR 2006



The ultimate sports cruiser. Accom. for 8, speeds to 43 knots on shallow draft with her Arneson Drives. Contact Herb Bopp 954-931-7138.

74 SUNSEEKER MANHATTAN 2002



Twin 1300 hp MANs. 4 stateroom plus crew. Bimini top. Located in S. Florida. Contact Andrey Shestakov 954-274-4435.

74 SUNSEEKER PREDATOR 2012



New Style Low-Profile Flybridge, white hull, V12 MANs=40+. Special situation. Contact Dean Anthony 954-328-2700.

68 SUNSEEKER PREDATOR 2005



Twin MANs speed up to 40 kts., 3 SR+crew, retractable hard top, teak decks. Contact Herb Bopp 954-931-7138.

64 SUNSEEKER MANHATTAN 2005



Hull painted gold Jan 2012. New Furuno. Hydraulic swim platform, bow thruster. Loaded. Contact Chris Carroll 954-303-5604.

64 SUNSEEKER MANHATTAN 2004



1,000 hour service just completed. Hydraulic swim platform. MAN 1050s. Contact Stephen Faraldo 561-322-8279.

63 SUNSEEKER PREDATOR 1996



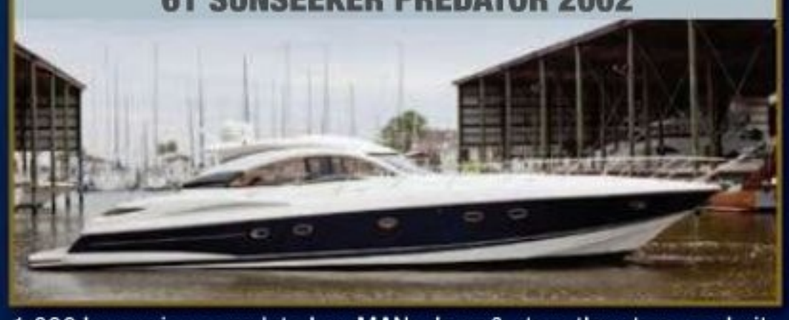
3 Staterooms plus crew. High gloss cherry interior. New paint, rebuilt MANs. Contact Randy Kires 954-401-6888.

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Only 165 hours. Retractable sunroof. 1050 hp MANs. Located in Spain. Contact Stephen Faraldo 561-322-8279.

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1,000 hr service completed on MANs, bow & stern thrusters, cockpit A/C. Stored under cover. Contact Randy Kires 954-401-6888.

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Twin 1050 MANs w/ Arnesons. 3 Stateroom w/ cherry interior. Underwater lights. Now in Florida. Contact Herb Bopp 954-931-7138.

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150 RICHMOND 2010



6 owner staterooms plus 10 crew. Helicopter capable. MTU power, with full warranties. Contact Mack Carroll 954-648-8989 or Trevor Carroll 954-647-5217.

116 AZIMUT MOTOR YACHT 2005



Layout accommodates 10-12 guests plus crew. Twin MTUs, professionally maintained. Contact Joe Marino 954-328-2059.

97 HARGRAVE 2005



Reliable C-30 CATs. Luxurious interior in cherry gloss and burl accents. Updated electronics and many recent upgrades. Contact CA Trevor Carroll 954-647-5217.

78 MARLOW 2005



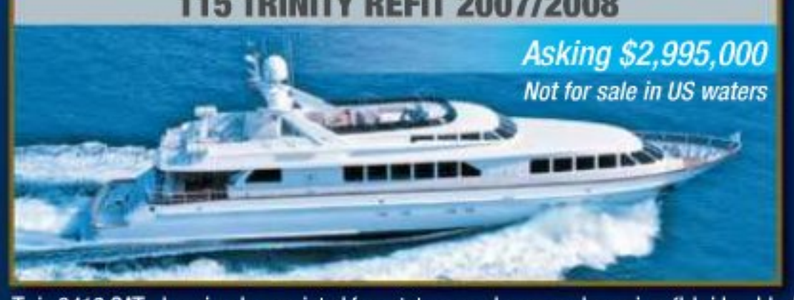
Three stateroom plus crew. C30 CATs, stabilized. Best equipped Marlow ever conceived! Contact Gregg Silver 305-304-4574.

127 IAG 2012



Fantastic opportunity. Under construction. 10 mo. delivery time. 6 SR, RINA/MCA. $10M. Contact Joe Marino 954-328-2059.

115 TRINITY REFIT 2007/2008



Twin 3412 CATs, luxuriously appointed four stateroom plus crew. Jacuzzi on flybridge. Ideal for personal use or charter. Contact Chris 954-303-5604 or Mack Carroll 954-648-8989.

108 HARGRAVE 2006



Immaculate condition. New to market! Seriously for sale. Twin C32 CATs. Contact Andrey Shestakov 954-274-4435.

90 FALCON 2010



MTU 16V2000s. 4 cabins for guests plus crew. Under warranty. Euro power plus Atlas converter. Contact Joe Marino 954-328-2059.

88 LEOPARD SPORT YACHT 2001



Twin MTUs, Arneson surface drives. Speeds to 33 kts. 3 staterooms plus crew. Special situation. Contact Dean Anthony 954-328-2700.

87 JOHNSON 2005



Twin CAT C-30s. On-deck master. 4 sr plus 3 crew berth. Walk-around decks plus garage for toys. Contact Mack 954-648-8989 or Chris Carroll 954-303-5604.

82 SAN LORENZO 1994



Finest Italian motoryacht. Turn-key condition. 4 staterooms plus crew. On-deck Jacuzzi. Contact Brad Nelson 954-205-7944.

62 MCKINNA 2009



3 stateroom/2 head layout. CAT-C18s w/ full platinum warranty through May 2013. Contact Chris Carroll 954-303-5604.

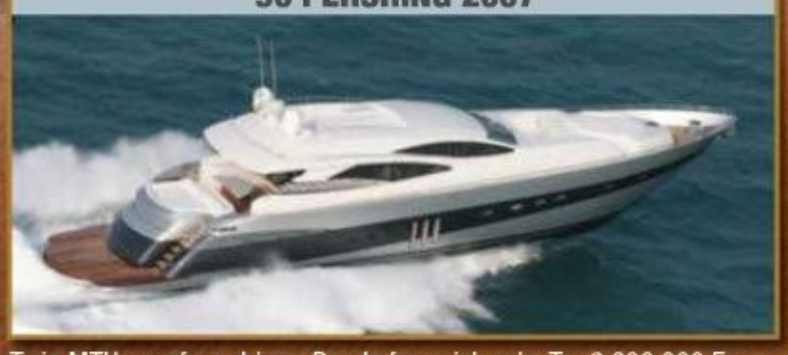
53 AZIMUT 2011



Twin C-12 CATs, full engine and Masterpiece hull warranties, 3 Stateroom. Contact Dean Anthony 954-328-2700.

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90 PERSHING 2007



Twin MTUs, surface drives. Ready for quick sale. Try 2,600,000 Euros. Contact Mark Meyer 39-346-9590673 or Joe Marino 954-328-2059.

80 POSILIPPO 2001



4 staterooms plus crew, built to US specs. 3412 CATs w/ low hrs., capt. maintained, lots of toys. Contact CA Gregg Silver 305-304-4574.

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DISTRESSED SALES

108 San Lorenzo 2008	CATs	6,500,000 Euros
30M Sunseeker 2009	MTUs	5,200,000 Euros
92 Mangusta 2005	MTUs	2,000,000 Euros
86S Azimut 2007	MTUs	1,400,000 Euros
78 Baia 2006	MTUs	1,900,000 Euros
72 Predator 2007	MANs	850,000 Euros
68 Predator 2003	MANs	575,000 Euros
63 Baia 2005	MANs	500,000 Euros
62 Pershing 2005	MANs	750,000 Euros

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82 HORIZON 2001



Full beam master makes 4 staterooms plus crew. Captain maintained. Contact Joe Marino 954-328-2059 or Trevor Carroll 954-647-5217.

80 AZIMUT CARAT 2005



Twin C-30 CATs. Loaded - Atlas, KVH TV, SAT phone. Located in Italy. Contact Joe Marino 954-328-2059.

78 FORBES COOPER 1997



4 Staterooms with private head, 2 crew, and day head. Westmar Stabilized. Contact Brad Nelson 954-205-7944.

72 VIKING SPORT CRUISER 2001



Very motivated Seller. Best priced on the market. 4 staterooms plus crew, captain-maintained. Contact Andrey Shestakov 954-274-4435.

72 VIKING COCKPIT MOTOR YACHT 1991



Twin 1292s, extended aft deck, recent interior upgrades. Four sr/galley up. Pipewelders hard top. Contact Mike Levell 586-530-3318.

72 RAYBURN MOTORYACHT 2005



T-1050hp MAN's, 3 staterooms + crew, open galley, captain maintained. Contact Central Agent, Joe Marino 954-328-2059.

70 MAIORA MOTORYACHT 1996



Classic Italian 3 SR plus 3 crew. SAT TV, bow thruster, T-18.5 kw gens. Twin 1150 hp MTUs. Call CA, Joe Marino 954-328-2059.

70 NEPTUNUS



Twin MTUs. 3 staterooms w/ crew quarters aft. Expansive flybridge. Contact Dennis Rhodes 954-695-2839.

61' VIKING SPORT CRUISER 2005



Twin 800 Cats. New teak swim platform Jan 2012. Low Hours. Beautiful Dark Cherry Interior. Call Dennis Rhodes 954-695-2839.

61 VIKING W/ MEZZANINE SEATING 2004



Twin MTUs. 3 sr/3 head layout. New underwater lights, electronics, btm. paint. Contact Mack 954-648-8989 or Chris Carroll 954-303-5604.

57 VIKING M/Y 1994



4 stateroom/3 heads, galley up large fb, very low hrs. Naiads, bow thruster, gorgeous condition. Contact CA Franco Tringali 954-253-0980.

56 VIKING 2004



Twin Series 2000 V12 series MTUs. Fish rigged, underwater lights, full electronics. Contact CA Ed Biggie 954-868-0526.

52 JEFFERSON 2008



Twin Cummins, Very well maintained. Easy to see in Ft. Lauderdale. Contact Ed Biggie 954-868-0526 or Stephen Faraldo 561-322-8279.

50 BAIA CLASSIC 1997



Twin MTUs. 2 sr/2 head layout. Gorgeous cherry gloss int. Bow thruster, custom hard top, 50 mph boat! Contact Brent DeSellier 954-769-0566.

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53' Huckins Linwood 1967
"Tidewater"

Two staterooms with centerline double berth in master. Cummins power, Northern Lights generator. Comfortable cruising accommodations for two couples. Well-maintained vessel. Attractively priced at $225,000. Jacksonville, FL.



44' Huckins Atlantic 2001
"Five Stars"

Popular single-stateroom model with additional accommodations in the salon. Cummins power, Northern Lights generator. Exceptionally well-maintained model with recent exterior paint. Attractively priced at $375,000. Jacksonville, FL.



56' Huckins Out Islander 1964/2010
"Meridian"

Well-known classic model with extensive restoration to "as new condition." Three staterooms, two heads, spacious flybridge & lower helm. Cummins C Series power & Kohler 13kW generator. $495,000. Brooklin, ME.



53' Huckins Atlantic 1966
"Faith"

Highly desirable two-stateroom model, thoroughly & meticulously maintained by a knowledgeable owner for the past 30 years. Cat 3208TA power, Northern Lights generator. Realistically priced at $250,000. Jacksonville, FL.

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MAMBO 112' (34M) Ferretti 2004. 4 Staterooms
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TRIX-SEA 103' (31M) Broward 2000. 4 Staterooms
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NATICA 92' (28M) Hatteras 1999. 4 Staterooms
C.A. Roy Sea 954.980.7438



MJ 90' (27M) Posilipo 1986/2003. 4 Staterooms
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PARTY'S OVER 80' (24M) Northstar 2006. 4 Staterooms
C.A. Bob Anslow 561.248.5122



WATER HAZZARD 68' (21M) Lazzara 2008. 4 Staterooms
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ONE MORE TOY 155' (47M) Christensen 2001. 6 Staterooms
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STAR SAPPHIRE 117' (36M) Bilgin 2007. 4 Staterooms
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LADY LAURA 98' (30M) Westship 1992. 3 Staterooms
C.A. Alan Leigh 954.257.6194



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CARPE MOMENTUM 58' (18M) Donzi 2005. Sleeps up to 6 Guests
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$3,900,000



97' Hargrave –2006/2010
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96' Hargrave – 2005
Bamboleo – $3,495,000



96' Hargrave – 2004/2010
MaryClare – $3,495,000



90' Hargrave – 2009
My Lady M – $4,995,000



90' Hargrave – 2005
Dani – $4,000,000



81' Hargrave – 2003
Pretty Lady – $2,800,000



66' Monte Fino – 2010
Victory II – $2,495,000



62'10" Ocean Alexander – 1996
Lady M – ~~$617,000~~ NOW $495,000



65' Fairline – 1996
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52' Fountain Custom – 2009
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45' Hargrave – 2001
Aluminum Battlewagon – ~~$449,500~~ NOW $395,000

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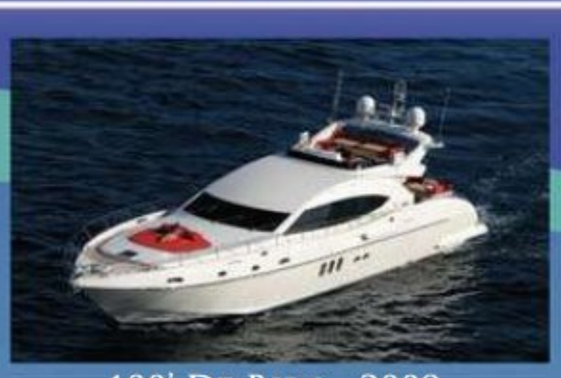
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Juan Morillo 305.917.3758



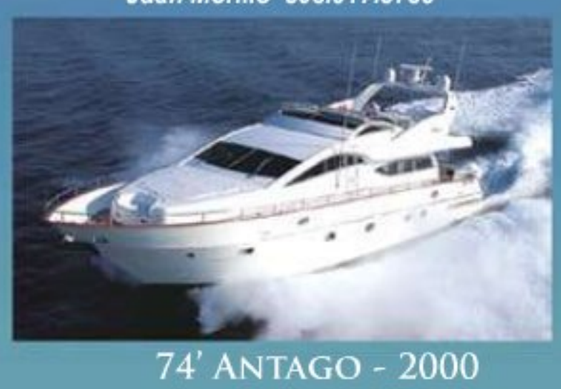
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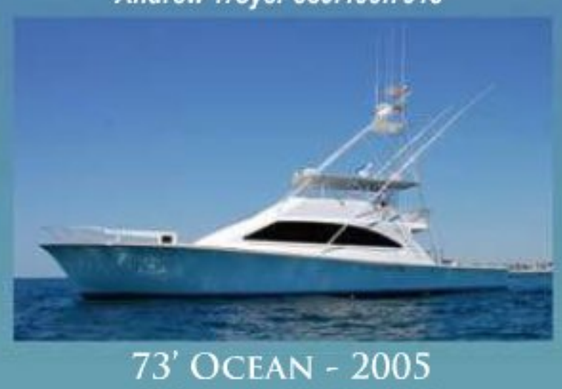
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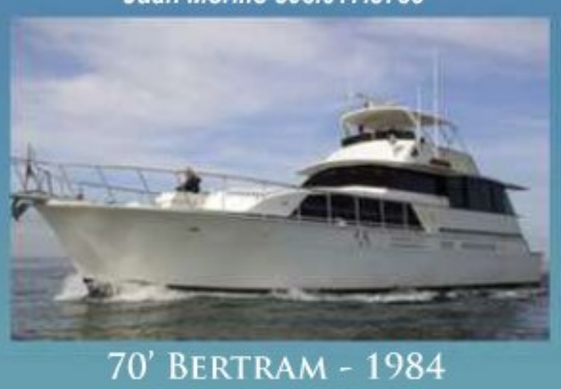
92' Cheoy Lee - 1992
Jeremy Cox 850.776.8384



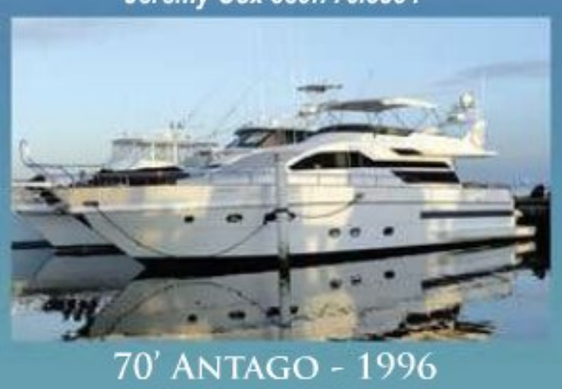
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73' Ocean - 2005
Chris Cooke 888.922.4814



70' Bertram - 1984
Pat Bustle 941.737.5358



70' Antago - 1996
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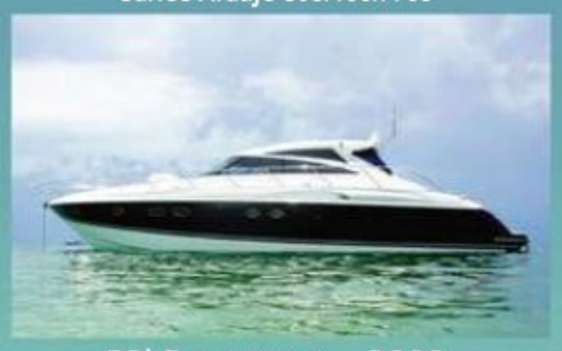
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Frank Esposito 772.263.2727



60' Alden - 2000
Trent Palmer 772.919.5477



58' Westbay - 1997
Roger Cole 727.460.0228



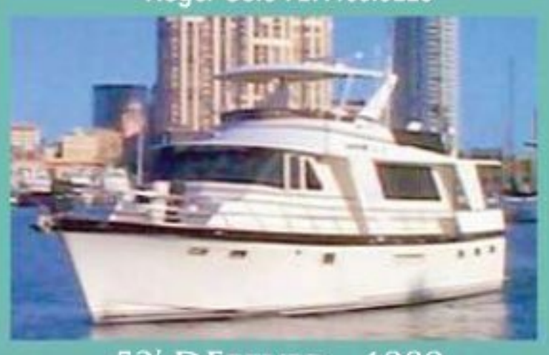
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53' Elco Classic - 1940
Mike Waters 561.301.3455



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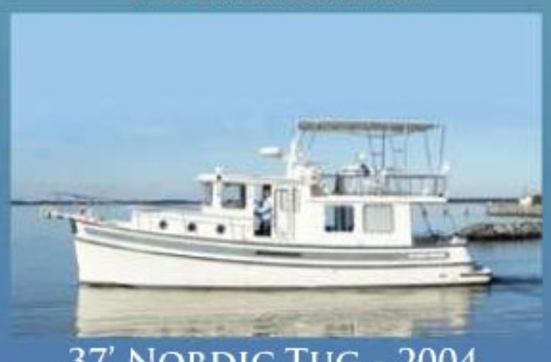
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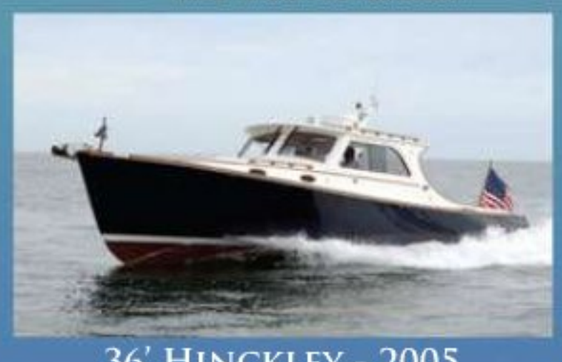
45' Cabo - 2006
Bill Martz 772.288.1122



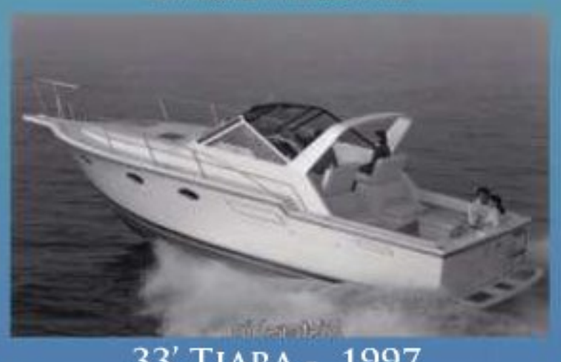
43' Mainship - 2007
Steve Pentz 727.580.4074



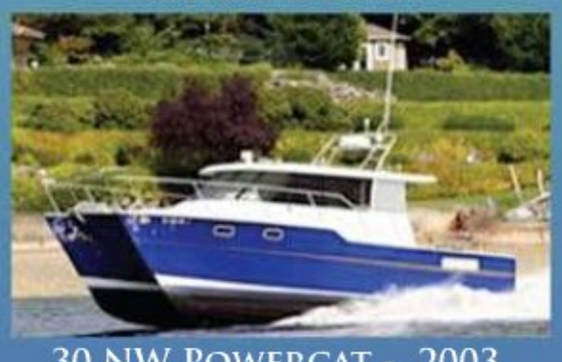
37' Nordic Tug - 2004
Bill Kimball 561.644.6924



36' Hinckley - 2005
Ed Osgood 561.716.9291



33' Tiara - 1997
Tom Thomas 401.862.8620



30 NW Powercat - 2003
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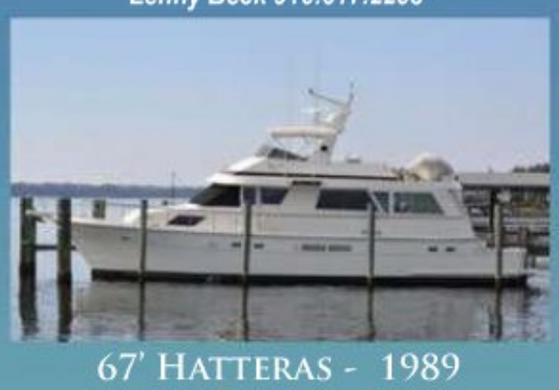
87' Westbay - 2010
John Pribik 954.494.5956



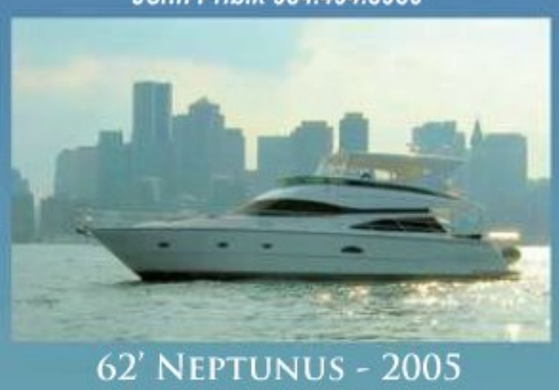
85' Breaux Bay - 2002
Jeremy Cox 850.776.8384



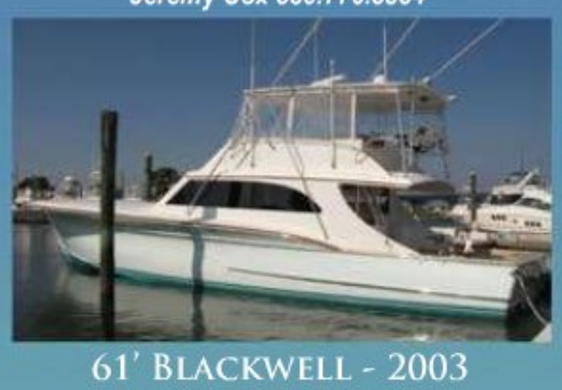
80' Mangusta - 2005
John Peterson 910.546.5760



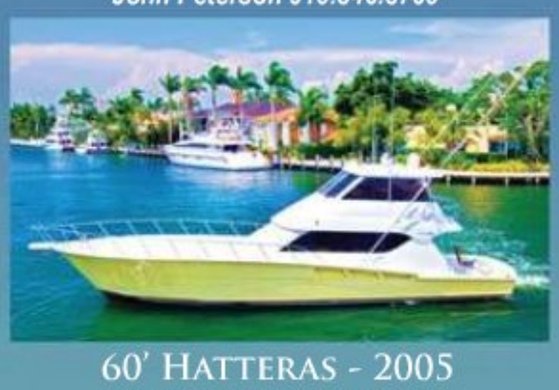
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58' Pachaud - 2004
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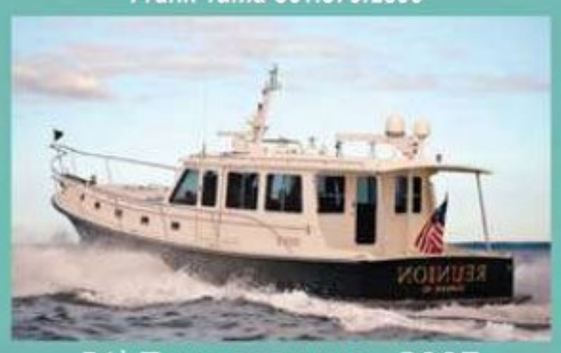
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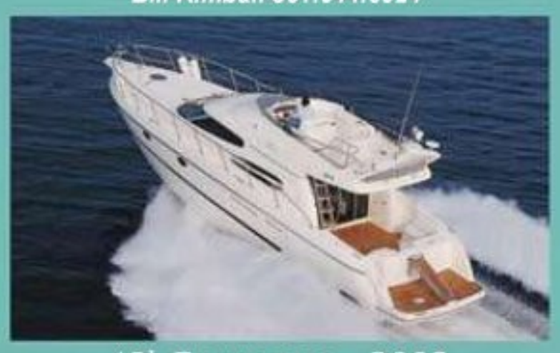
52' Sea Ray - 2009
Jeff Beird 305.984.5179



51' Zimmerman - 2007
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48' Cranchi - 2003
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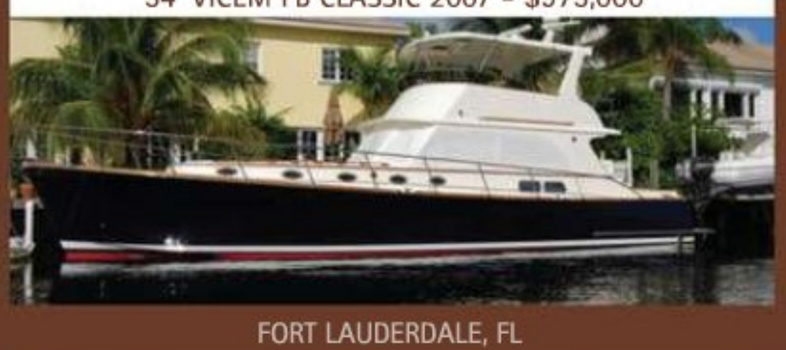






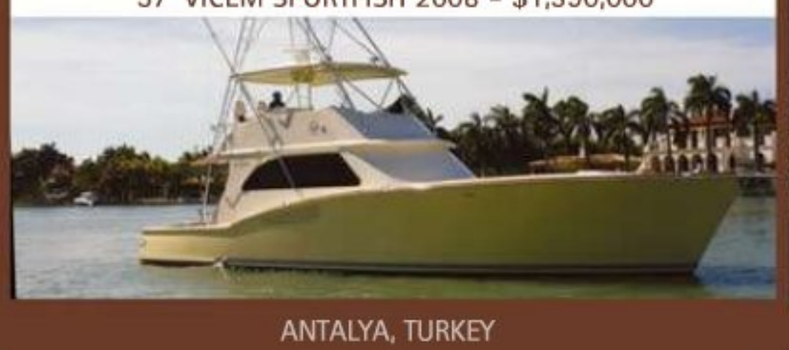


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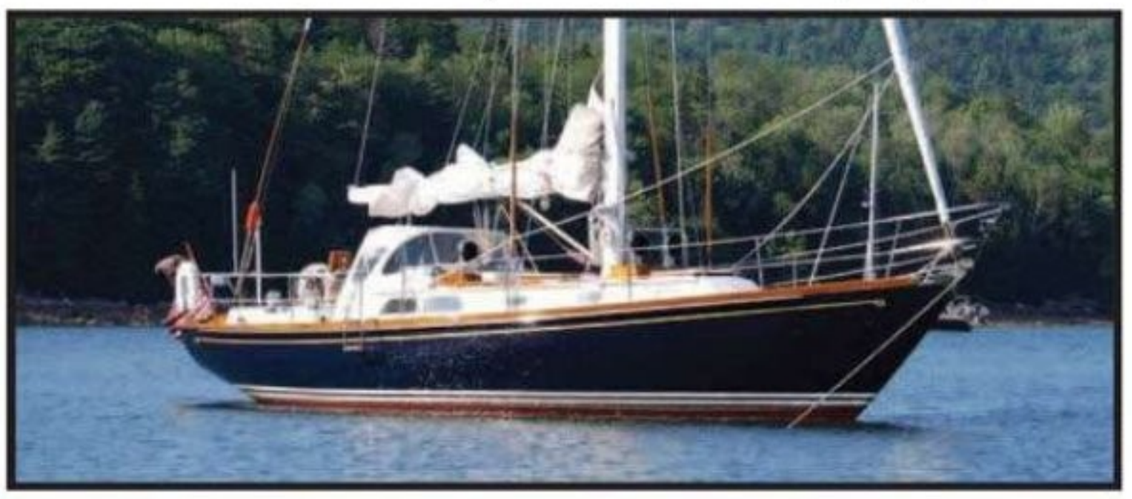
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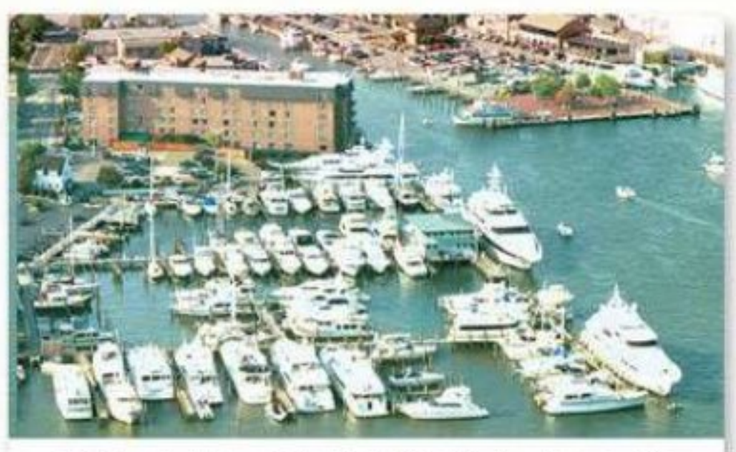
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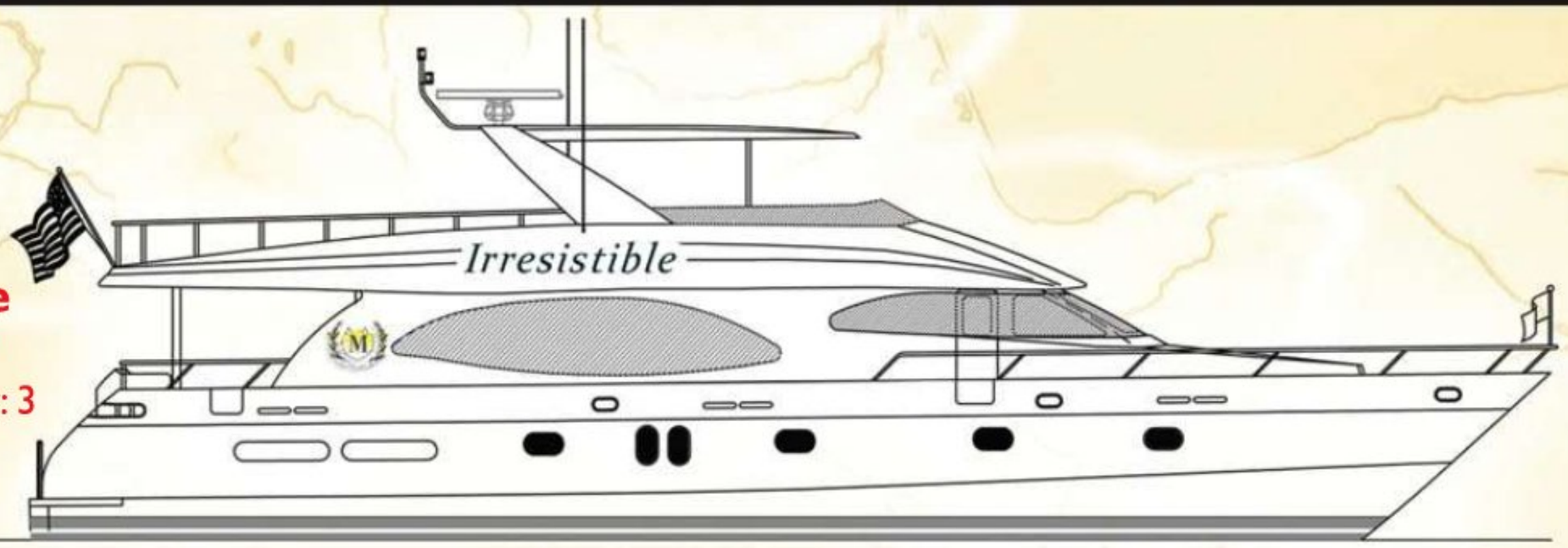
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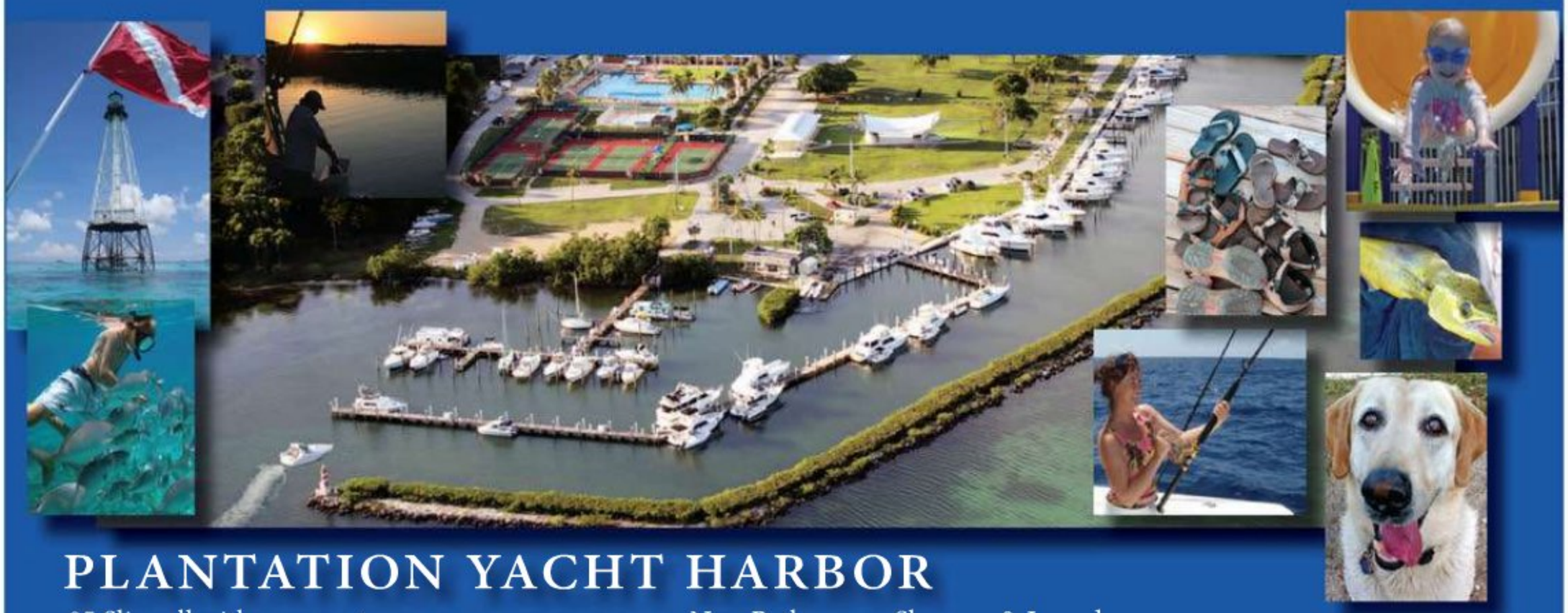
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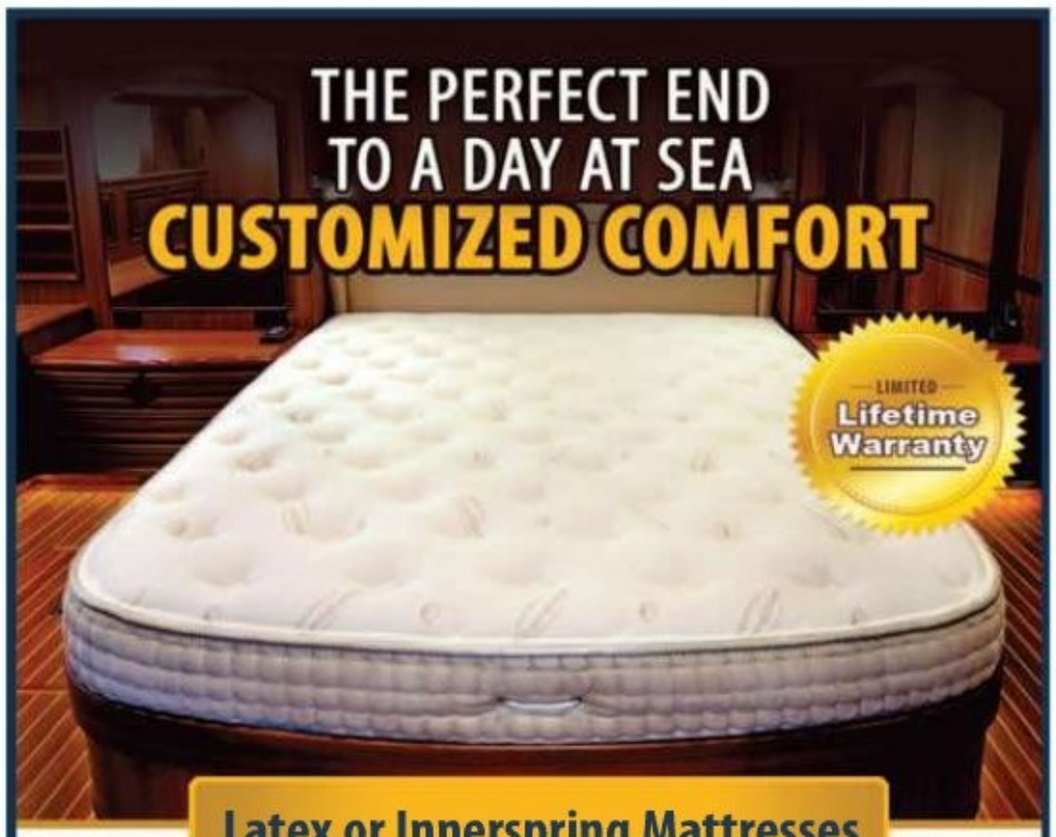
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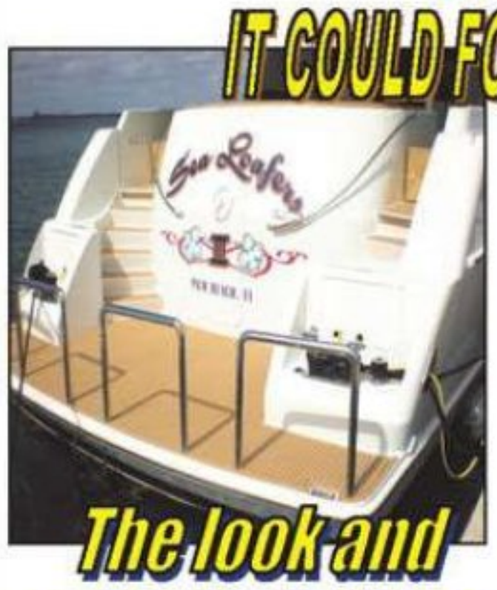
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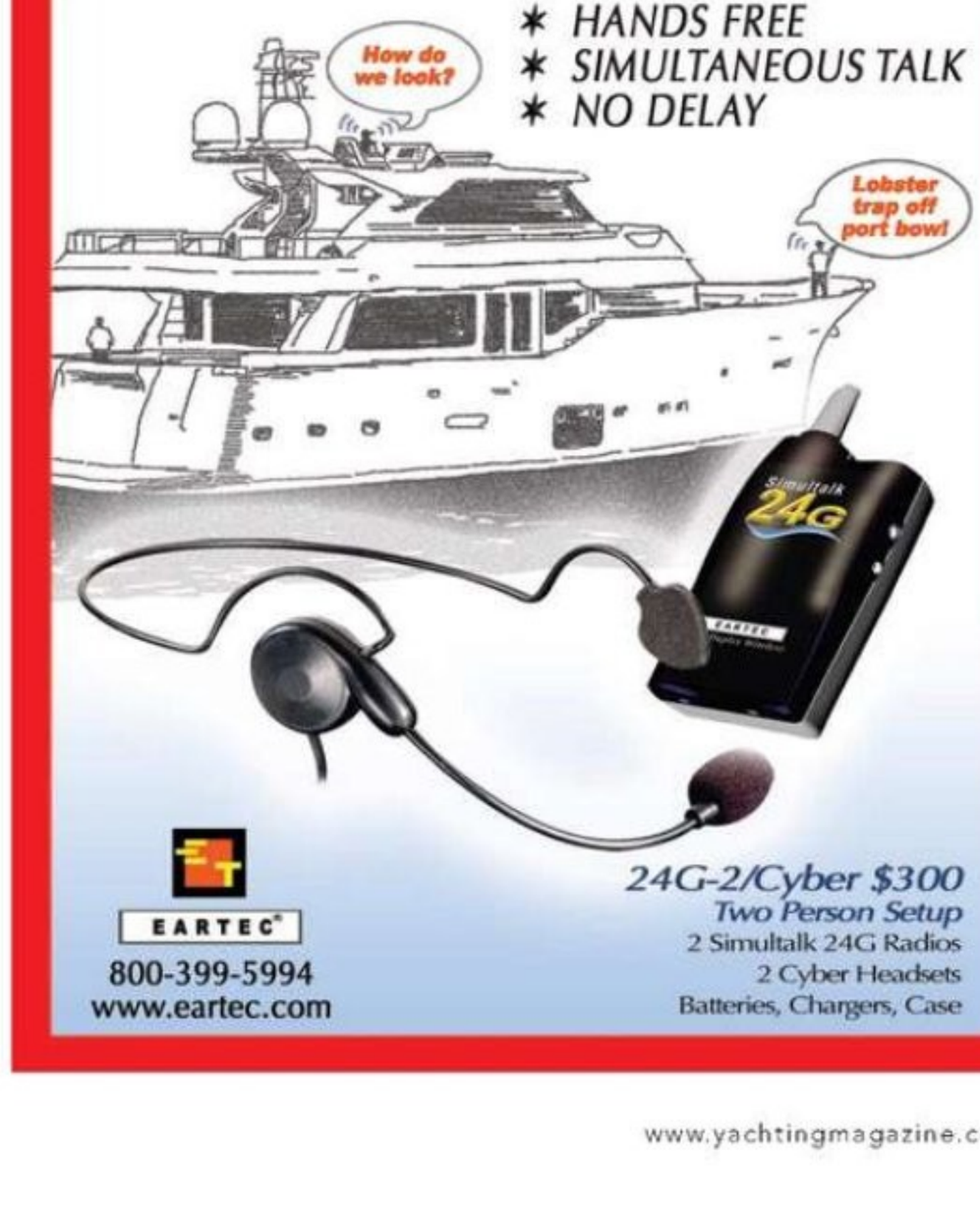


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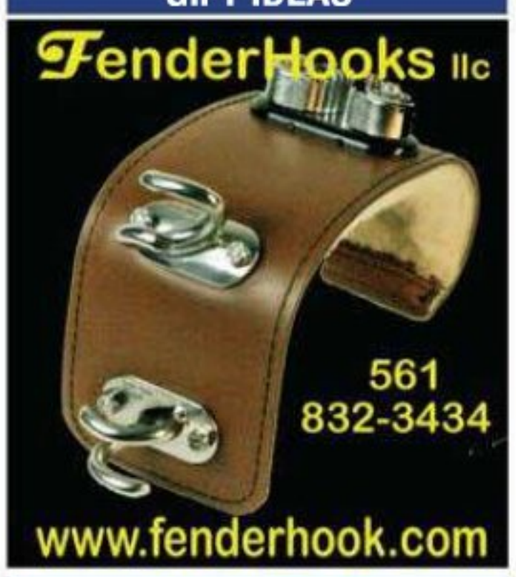
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Taking His Medicine

Coyle's finding the pill not so sour after all.

By Jay Coyle

"That's the way to go yachting," I suggested to the Admiral (wife Nelia) back in 2004. I remember it as though it were yesterday. Carl and Tonia Herndon, owners of Jupiter Marine, had just arrived in Key West, Florida, after an exhilarating (fast) run from Ft. Lauderdale aboard a new outboard-powered 31-foot Jupiter center console. They stepped ashore with overnight bags and berthed on Egyptian cotton "aboard" a five-star waterfront resort. We had been at sea for a week stuffed aboard *Anhinga*, and she was loaded like a covered wagon headed west. I swore that someday I would own a bedless boat that was faster than a Model T. Has the time come?

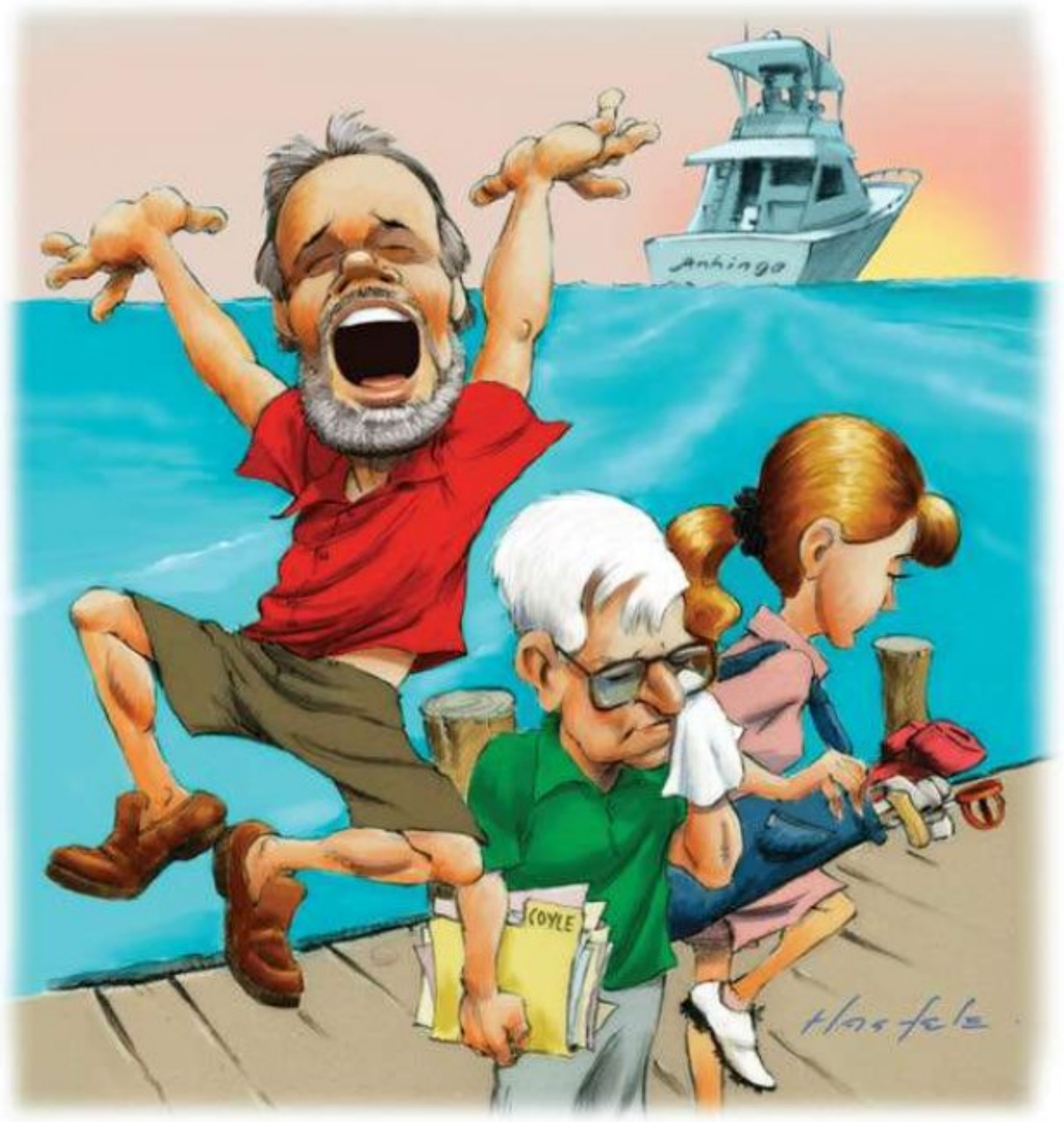
I have made threats in the past but this time it's different. I faced this sour seller's market and took my medicine like a man. I have disposed of *Anhinga*, lock, stock and barrel, for a sum (short of the bucks) the Lake Tahoe elite might invest in a deck boat. When I whined to my broker about the buyer's pathetic offer he threatened me.with "Do you want to sell the boat or not?" The vision of being shoved over her transom with a prayer and a wad of stale flowers flashed through my mind. "Sell the damn thing," I pleaded. He calmed me with words from my own column: "A good deal in this market is when the buyer feels he paid too much, the seller feels he got too little and the broker didn't make a dime." Given this formula, we should have all been miserable; however, *Anhinga*'s new owner sure seemed pleased.

Now that I am no longer the manager of a floating bed and breakfast, I imagine myself as a high-performance center-console yachtsman. All I'll have to polish is my gold chain, and if an engine fails, I shall simply screw another one to the transom. It's my turn to enjoy this buyer's market. My broker pals tell me I fit the current buyer profile — unmotivated with more boats than one really needs. While I am short 37.9 feet, I still have two Hewes flats skiffs — an 18 and a 19 (another story), a 13-foot Whaler and *Puss*, a 30-year-old catboat. All I need is a simple ride.

Anhinga's former caregiver Capt. Burdick took "my loss" (his words) worse than the Admiral did. I assured him his craftsmen would still have *Puss* to feed on, yet he encouraged me to pursue one of my past new-boat fantasies — a lobster yacht. In my mind, she would be a simple affair with a single diesel and painted with a broom. Burdick imagines me in Nantucket red with little blue whales aboard a flag blue picnic boat with a red boot stripe and some sort of Native American name — Needabitanookee? "Coyle," he chided, "as a yacht club member it's the minimum. Think of your image." Uhhh!

A broker pal tried to explain my "confusion." "It's a sour pill you've swallowed," he offered sympathetically. "You're going through the bereavement process. As time passes, you'll miss the adventure of cruising aboard a proper yacht." As he waxed on, my mind's eye replayed such "adventures." The Admiral peered at my sweat-soaked visage spelunking through a steaming engine room to fish for a stubborn turd holding the waste system hostage. It now seemed like a horror movie. I would enjoy the cool, fresh breeze at speed!

The children now have beards and new ZIP codes, and the Admiral has taken to whacking a little white ball at old duffers. I have lost 30 pounds and learned to ignore my gray reflection in the mirror. I am convinced that with the right boat I can outrun my advancing years. Sour pill? Not! If I have my way, I shall be cruising at 35 knots aboard a 31 Jupiter in aqua mist Awlgrip — her name: *LBP* (*Little Blue Pill*)! ❑



STEVE HAEFELE

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